

# ★ ALL HANDS ★

THE BUREAU OF NAVAL PERSONNEL CAREER PUBLICATION

Tribute to the  
DESTROYERMAN



This magazine is intended  
for 10 readers. All should  
see it as soon as possible.  
PASS THIS COPY ALONG

MARCH 1966





## ALL HANDS

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MARCH 1966

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NUMBER 590

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● **FRONT COVER:** THE DESTROYER NAVY—Artist Sasgen's sketch of destroyers on the high seas is a tribute to the versatile destroyerman and his ship. As members of an alert salty group they are always ready for the unexpected in peacetime as well as in wartime.

● **AT LEFT:** GREYHOUND WATCHDOG—USS Gearing (DD 710) patrols the seas equipped with DASH and the latest ASW gear. She is typical of the Fleet's many destroyers that not only perform ASW missions but also are found on a variety of jobs from shore bombardment to rescue missions.

● **CREDIT:** All photographs published in ALL HANDS Magazine are official Department of Defense photos unless otherwise designated.

# The Greyhound: It's the

ONE QUESTION is repeated almost monotonously at the Providence, R. I., bus station on any given Sunday night.

You hear it over and over again and, if you're in uniform, you will almost certainly have it asked of you many times. It is the standard opener for conversation, and it demonstrates, in a way, the small town atmosphere that pervades the lives of Navy destroyermen.

The question: "What ship are you heading for?"

Although Providence sees many destroyermen on weekends, most of them fall into one of two categories. Some are on liberty from Newport, R. I., and others are en route to duty on a Newport-based ship of the Cruiser-Destroyer Force, U.S. Atlantic Fleet.

On Sunday evenings both varieties converge on the bus station and board the express for a jerky 40-mile ride to the naval base.

The trip is anything but dull. Each departing bus will likely be filled to capacity with Navymen in uniform, except for a few who change at the last minute and stow their liberty mufti in the Newport locker club.



Inside the bus, as might not be expected on a late evening journey, there is considerable hubbub, and hardly a light is doused. Everyone seems to know everyone else.

And there is always the question, "What ship are you heading for?" Truly, it seems there are no strangers in the tincan navy.

For, although the Atlantic cruiser-destroyer force is manned by about 50,000 men, this seagoing fraternity is composed of many small units, including the crews of 161 ships. About 141 of these are destroyer type vessels with close quarters and few home comforts, where being

neighborly becomes, of necessity, a cultivated attitude.

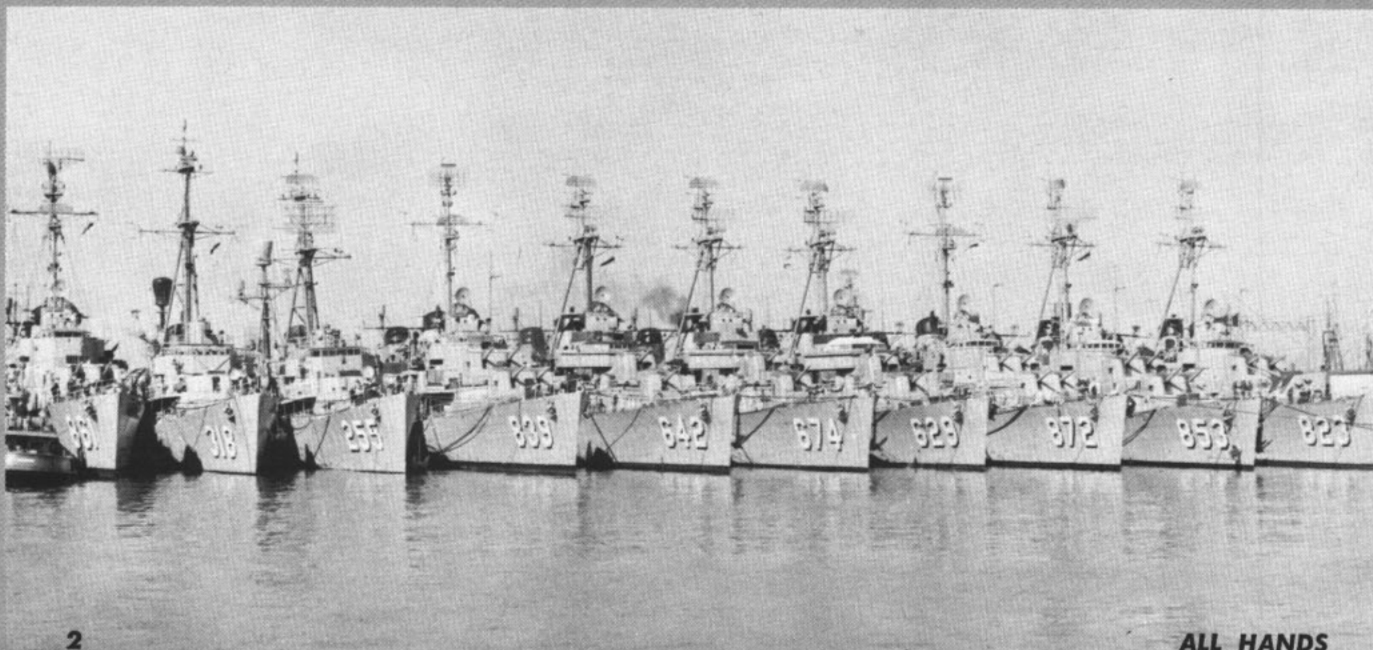
A DESTROYERMAN'S LIFE is not glorious, and nary a tincan sailor harbors any pretense about this fact. Conversations more likely revolve around the tough nature of destroyer duty. Some men openly admit that it's not for them.

Destroyer enthusiasts, on the other hand, consider this a vivid testimonial that more than an average measure of fortitude, zeal, dexterity and yearning for sea life makes up a destroyer man.

From the sweat-soaked snipes to the highly trained chief gunner's mate with an arsenal of rockets, missiles, torpedoes and more conventional firepower on deck, a tincan crew, for its size, forms what is perhaps one of the most versatile organizations known today.

To illustrate this point, one needs only to consider the long list of chores and capabilities of a destroyer. In this well-integrated fighting team, every man has a job and he knows it well. Tincan sailors are of the opinion that the "big ship" men would have trouble filling their shoes. They depend on a full measure of self-

AT HOME—When photo was taken, these were all DesLant destroyers, seen at Atlantic Fleet headquarters, Newport.



# Navy's Best Friend



ON THE HIGH SEAS—Ships of COMCRUDESANT participate in Fleet exercise. Below: Destroyers maneuver with TF.

reliance in themselves and in their shipmates for a wide variety of tasks, and the specialization such as is possible with a larger crew is held to a minimum.

**H**EADING A LONG LIST of capabilities, documented through the 63-year history of destroyers, these seagoing greyhounds have proven themselves to be the most effective antisubmarine weapon ever developed. They also can escort merchant ship convoys through dangerous waters, perform blockade duties, rescue downed aviators, recover space capsules, shoot down enemy planes, perform radar picket duty, throw smoke screens around friendly forces, bombard shore targets and fight other surface ships.

They can also do many other jobs—supply an earthquake-stricken African city with electricity; show the U. S. flag in remote areas of the world; train whole Reserve units under realistic conditions; carry nuclear power to sea; and numerous etceteras.

The nerve center of all this activity in the Atlantic is COMCRUDESANT, whose Newport command provides combat-ready destroyer and cruiser types, unit commanders and staffs to the 2nd Fleet, 6th Fleet, ASWFORLANT and now a squadron of DD's to the 7th Fleet.

CCDL is an operational as well as an administrative commander. With his flag flying from USS Yosemite (AD 19), a Newport-based destroyer tender, and his staff



ON DECK—Destroyermen muster for ceremonies while in port at Newport, R. I.



working in an unglamorous building on the pier, the type commander undertakes the monumental tasks assigned to him by Navy directives and by his immediate superior, the Commander in Chief, U. S. Atlantic Fleet.

**G**ENERALLY, his job involves setting standards of readiness for his type ships; prescribing training for the ships' crews in areas such as gunnery, torpedoes, damage control, engineering, communications, combat information and antisubmarine warfare; and making recommendations to CINCLANTFLT on policy matters.

He is responsible for administering matters of discipline and morale within the force; has cognizance

over maintenance and repair operations and procedures; pursues matters involving new developments in both tactics and equipment; manages the purse strings for force materials; and oft-times distributes enlisted men to and between units of the force to maintain operational readiness.

He is a big-time manager.

In addition, CCDL exercises operational control over certain ships assigned to his command.

The CCDL staff works cold dinner hours. Activity around the headquarters building is so intensive as to be impressive. From the maintenance office emanates a low roar of long-distance phone conversations, briefings, conferences and interviews, as a corps of staff officers, each an

expert in his field, coordinates the maintenance and repair work for roughly 161 ships. All the various other staff offices are similarly bestirred.

Aboard the ships themselves, work is the word for the day. Destroyer crews reference each in-port period by where they are heading or where they've just been. They are not tied up very long. There's a lot of work to do on any ship that's frequently on the go.

This is all part of the Newport scene.

A closer look at some of these activities and functions is presented in the following pages. Together, they point out the missions assigned to our cruiser-destroyer forces, and how they are being accomplished.

## Destroyer Duty—Where the

**I**F DESTROYER SAILORS were paid by the mile rather than on a monthly basis;

If they could purify all the green water that crosses their ship's bow and sell it on a busy desert;

If they had a savings bond for every port they've entered; a dollar for every storm they've splintered;

Overtime after 40 hours a week; a bonus for every submarine they seek;

Extra cash for aiding victims of a disaster; an allowance for each grateful rescued merchant master;

And further monetary reward for the multitude of special jobs they do

and the special way they do them—

Then there would be a lot of tycoons in the Destroyer Navy.

But a destroyerman does not receive any extra pay just because he is a destroyerman.

Through thick or thin, however, a destroyerman is, first, a destroyerman—a man who knows the facts of life as far as sea duty is concerned. This applies equally to officers and men. The destroyer has been called a nursery for future flag officers—it develops strength of purpose, the power of rapid decision, of instant action and, if need be, of strenuous endurance in periods of danger.

A destroyer is actually more than a mere ship. It seems to develop a personality all its own—perhaps patterned after the famous American for which it is named. Destroyermen feel that, pound for pound, their ships are the toughest, scrappiest ships afloat today.

The destroyer's willingness and ability to take on just about anything that flies, floats or swims has earned it a justly deserved reputation as the workhorse of the Fleet.

**T**HROUGHOUT THE 63 YEARS of their history destroyers have seldom basked in the luxury of having only a single job to do—and they have done all their jobs well. To perform all their various functions, these small ships with the big bite carry just about as varied and potent an assemblage of fighting power as can be found anywhere.

It wasn't always this way. Time was when destroyers were pretty much in the pop-gun league when compared with, say, battleships and cruisers. For a good share of their first 50 years destroyers went up against any foe—large or small—with just three basic weapons at their disposal. They were the weapons of their era—surface and antiaircraft guns, depth charges and torpedoes.

They were good weapons, fully capable of combating the enemy they opposed, and they were con-

**WHAT'S NEW**—Greyhound USS New (DD 818) cruises waters of Chesapeake.



**ALL HANDS**

tinually refined and improved over the years. However, World War II depth charges and antiaircraft guns have become relatively ineffective against submarines and aircraft of vastly improved capabilities.

Today's destroyers including newer classes such as the DLGs and DDGs and a new breed of destroyer escort, have far superior weapons.

No longer must most destroyer-types close with an underseas or airborne enemy and grapple with him at close quarters. The factors of early detection capability and quick-kill power at long range have moved many of today's destroyers into the capital ship class.

Progress has not been an entirely unmixing blessing to our destroyer forces. It has also produced increased threats, such as Mach Two

## Action Is

jet aircraft and several varieties of missiles. Destroyers must defend themselves against such threats.

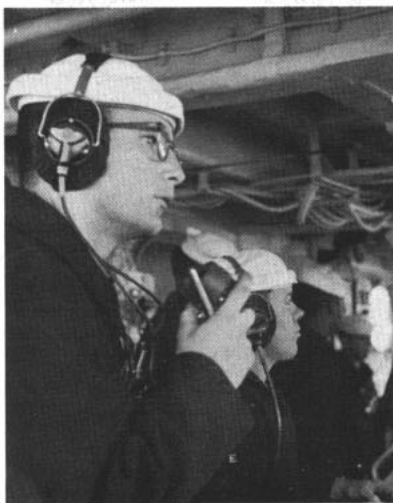
Emphasis as far as most destroyer types are concerned, however, has shifted more and more towards efforts at combating the menace of the nuclear submarine. Fortunately, destroyers are singularly well-suited to do the antisubmarine warfare job. They have staying power—they can remain with a contact for days, or even for weeks, if necessary. They have all-weather capability—they can remain in the area of contact in any kind of weather. They can be equipped with all the weapons necessary to conduct a complete attack on a sub.

**A**ND THEY'VE GOT some powerful hole cards to throw into the game.

*Asroc* is carried in an eight-round, deck-mounted launcher. Its rear portion is a solid-fuel rocket motor, while its front section payload can be either a conventional homing torpedo or a nuclear depth charge.

In a matter of seconds after sonar detection of a submarine occurs, the computer charts the target's course, range and speed, and the launcher automatically turns into firing position.

Then the ship commander selects the missile with the most appropri-



Destroyermen form a well integrated, versatile fighting team.

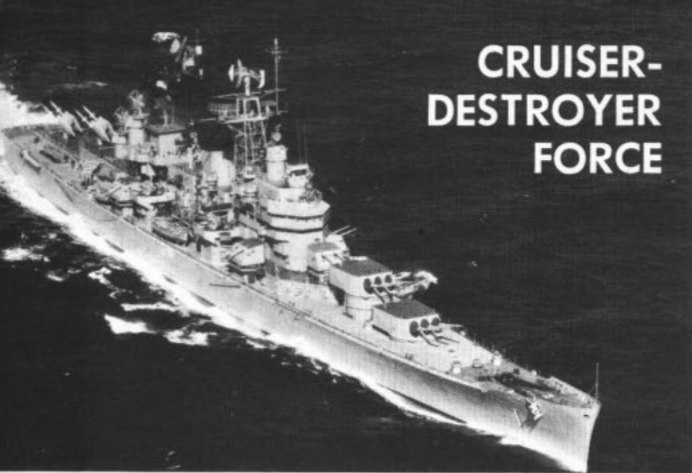
ate payload and fires it. The aluminum airframe which connects the rocket motor and the payload consists of two longitudinal sections, hinged to open up. In flight, after

the rocket motor has burned for a predetermined time, a steel band holding the airframe together is severed by a small explosive charge, allowing the airframe to fall away

**GREAT GUNS**—USS *Prichett* (DD 561) and USS *Orleck* (DD 886) have been part of the team of Navy ships giving gunfire support for force in Vietnam.



# CRUISER- DESTROYER FORCE



*USS Boston (CAG 1)*



*USS James C. Owens (DD 776)*



*USS Manley (DD 940)*



*USS Robert H. McCard (DD 822)*



*USS Dealey (DE 1006)*



*USS Little Rock (CLG 4)*

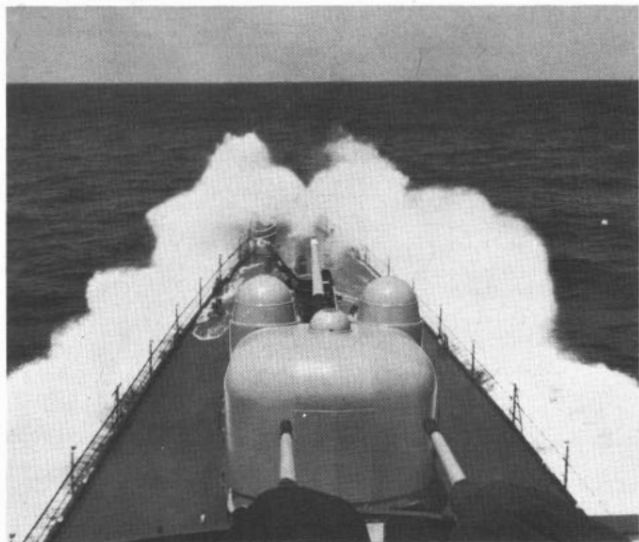
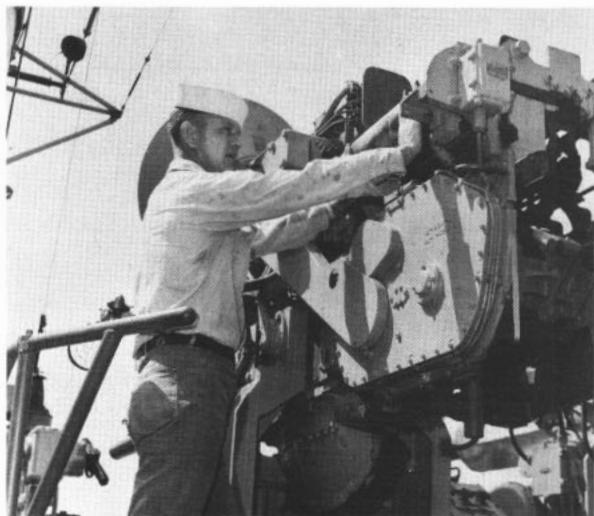


*USS Charles R. Ware (DD 865). Below: USS Joseph P. Kennedy, Jr.*



*USS Samuel B. Roberts (DD 823) (she's now in Pacific). Below: USS Stribling (DD 867)*





**WORKING**—Destroyerman checks director and the sea flies high as bow of destroyer chops through rough waters.

and leaving the payload to continue on its way.

Once an *Asroc* torpedo enters the water in the target area, it is activated by the energizing of a sea-water battery, and commences an acoustical homing search, from which it locks onto its target. If the payload is a depth charge, it detonates with a large effective kill area.

**A**NOTHER ADVANCED WEAPONS system is DASH—for Drone Anti-submarine Helicopter—a remotely controlled, unmanned whirlybird which can be guided and operated either from within the CIC or by an operator manning a control box out on deck.

The entire system consists of the drone copter, its hangar, a flight deck, the control equipment and the payload.

Upon sonar detection of a prowling enemy sub, DASH can be quickly launched and remotely guided to the enemy submarine's general position—possibly several miles from the launching ship. Once there it would be commanded to drop its torpedo or depth charge.

It is the fond dream of antisubmarine warfare experts to attain sure-kill capability while the enemy sub is still a long way off, and *before* it can fire its missiles and/or torpedoes. DASH should help bring that day much closer. It is installed on most of the destroyers which have received the FRAM I and FRAM II overhaul.

Coupled with new high-powered sonars with greatly increased range for detection, these weapons for the

first time allow the destroyer to deliver an attack outside the effective retaliatory range of the submarine.

**T**HE DESTROYER as a multi-purpose ship is largely the result of changes brought about between World Wars I and II. The tactical uses for destroyers were expanded. DDs began to take on not only the looks, but also some of the duties of light cruisers; during World War II they were assigned to scouting, screen and combat duties that had before been cruiser tasks, and were sent on bombardment and invasion missions.

It was during World War II that the destroyer came of age as an all-purpose ship. Because of its mobility and shallow draft, the DD is able to steam close to shore to slug it out with field artillery. The Germans have been credited with first employing destroyers as floating field artillery. During the British invasion

of Norway early in 1940 a few German DDs came out of hiding in the depth of a fjord and wiped out a beachhead.

The same year the British Alexandrian squadron was called upon to soften up beachheads in support of the Libyan campaign. British DDs were stationed so close to shore they could fire almost point-blank at field artillery positions, machinegun nests, tanks and even ground troops.

In October 1942 it was floating firepower in the form of a few destroyer squadrons that opened the first breach in the German lines during the North African campaign.

**T**HE INVASION of Southern France exemplified the new importance of U. S. destroyers—nearly 50 of them were concentrated in less than 20 miles of shoreline during a major assault. They bombarded defense installations while, further offshore, cruisers and battleships tossed heavy-

**FIERY FOUR-YEAR-OLD** *USS William V. Pratt* (DLG 13), one of first ships with Terrier surface-to-air missiles, fired 70 in six months during evaluation.





**DESTROYER** Navy depends on a self-reliance for a variety of tasks performed.

er artillery in preparation for the landing.

The close-in use of DD firepower, however, did not excuse the destroyers from performing their more orthodox jobs. There was lots to do: Minesweeping, convoying and daily scrapping with enemy subs. And, there was always something new to test their versatility, such as pinch-hitting for the specially designed landing ships.

The wartime roles of the DD were greatly expanded in the great area of the Pacific. Teamwork between carriers and destroyers reached a high state of efficiency; when distance called for the extensive employment of aircraft, it was the DD's job to lend her high maneuverability and firepower to the defense of the more vulnerable carrier. In addition,

island-hopping, convoy protection, scouting and assault assignments made strenuous demands on her ability to do many jobs.

Minesweeping operations became the specialty of some destroyer types. Other Pacific Fleet destroyers fought through the slot of the Solomons into the face of the Tokyo Express. Some ran headlong at enemy battleships and died to protect the ships they were charged with escorting. Others fought off or fell victim to enemy artillery and suicide bombers.

The escort vessel, or DE, smaller than a regular destroyer, was mass-produced by wartime shipyards to serve as convoy escort. More than 400 wartime DEs were placed into commission; the full-sized DDs were then relieved for other duties.

**OLD AND NEW** *USS Nicholas* (DD 449), first flagship of DesRon 21, takes close look at *USS Richmond K. Turner* (DLG 20), current Rampant Lion Squadron flagship, on meeting in South China Sea during 7th Fleet operations.

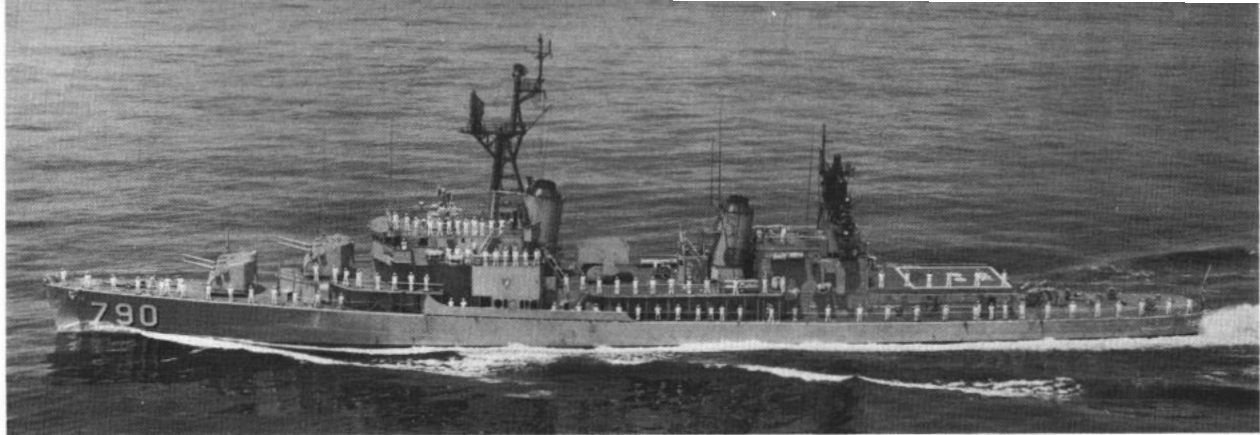


**T**HE HISTORY OF NAVAL WARFARE contains few actions which match the battles fought by a few DEs and DDs during the slugfest off Samar in October 1944. Three destroyers and four DEs, along with six escort carriers, were pitted against four enemy battleships—including the monstrous 63,000-ton *Yamato*, which had 18-inch guns—and eight cruisers and 11 destroyers. Though out-weighted and outgunned, the force fought gallantly. The destroyers *Johnston* (DD 557) and *Hoel* (DD 533) and the escort ship *Samuel B. Roberts* (DE 413) were sunk during their fight against overwhelming odds.

The DEs gave a good account of themselves wherever they served. The little ships proved their worth not only in convoy-escort type work, but in many other fields. As members of hunter-killer groups, they helped launch the major offensive against enemy subs in the Atlantic. They helped soften up enemy-held beaches for invasion and, with troop quarters and the addition of gear for stowing and handling small landing craft, they became high speed transports (APD).

By the time the smoke of World War II had cleared, the destroyer types were well established as all-around ships.

**R**ESCUE WORK is another job that the destroyer does well. Large and small scale rescues performed by destroyermen add lustre to the Navy's history records. There's seemingly no end to the rescue missions in which destroyers have played major roles. Many a flier shot down or forced down in trouble has made



CREW OF USS *Shelton* (DD 790) man rails of ship in their dress whites. Destroyer is now serving in South China Sea.

it back to his squadron simply because a destroyer would not give up the search. Destroyer cooperation with airdales goes a long way back. Early experiments in naval aviation frequently found DDs on the spot as watchdogs. For example, the May 1919 flight during which the Navy's NC-4 spanned the Atlantic for the first time, was watched closely by destroyermen stationed at 50-mile intervals from Newfoundland to the Azores.

Experiments with today's destroyers occasionally reveal new strategic uses. For example, the reorganization of the Navy's cruiser and destroyer forces represented changes necessitated by new developments, modern weapons and new ideas about destroyer operations.

The plan, now operating in its third year, is called the Flotilla Concept. It combines a cruiser with destroyer squadrons into one unit called a cruiser-destroyer flotilla, which is commanded by a rear admiral.

One of the destroyer squadrons is equipped for antisubmarine warfare. The other is armed with surface-to-air missiles and concentrates on aircraft interception.

It seems there's no end to new jobs for destroyers. Keeping pace with the times, destroyers have an important role in U. S. space advances. The speedy, maneuverable DDs are virtually made to order for the recovery of space capsules.

**A**DVANCES IN SHIP DESIGN in recent years make it pretty clear the destroyer family is keeping pace with the rest of the Navy. Foremost example of this modernity is, of course, the nuclear-powered frigate USS *Bainbridge* (DLGN 25) and the soon-to-be-completed USS *Truxtun* (DLGN 35). The destroyer navy, too, is underway on nuclear power.

Also representative of advance is

USS *Dewey* (DLG 14), the first-commissioned of the 10-ship *Farragut* class guided missile frigates. These were among the first ships designed and built from the keel up with emphasis on guided missiles. All are active in the Fleet today (the nine others besides *Dewey* are: *Farragut* (DLG 6), *Luce* (DLG 7), *MacDonough* (DLG 8), *Coontz* (DLG 9), *King* (DLG 10), *Mahan* (DLG 11), *Dahlgren* (DLG 12), *William V. Pratt* (DLG 13), and *Preble* (DLG 15)).

These vessels are armed with a twin *Terrier* launcher to combat supersonic, high-flying aircraft. Backing this up are five automatic rapid-fire guns: A 5-inch/54 and two twin 3-inch/50s. The latter have the advantage of each being on a separate fire control system, which allows for increased versatility in tracking and firing.

*Farragut* class DLGs also have radar gear which can detect targets more than 200 miles distant. They can stop, start, turn or change speeds with completely automated boiler operation. Their high bows contribute to stability.

To keep pace with the modernization of vessels, equipment and tactics in the Destroyer Navy re-

quires full-time training, both on the job during exercises at sea and at formal Fleet schools. Both the Destroyer School and the Fleet Training Center at Newport—and similar installations on the West Coast—are in business to conduct the formal training. Sea time is the best training for most young destroyermen, and they do not lack for it.

In spite of the trend toward job specialization in the destroyer categories, many DD-types remain jacks-of-all-trades. Today's escorts, frigates and guided missile destroyers are operational proof of specialization of sorts, but these ships can take their place on a moment's notice to do any of a multitude of other jobs required of destroyers, including screening the Fleet, shooting it out with enemy planes, shore batteries or ships, or serving as weather stations, convoy escorts, frontier guards, transports, a blockading force, a space capsule picker upper, a rescue ship, a power plant for disaster stricken areas and many other jobs.

No, destroyermen don't receive any extra pay for their sterling versatility, but one thing is certain—they will never have to back up to the pay tables.

—Bill Howard, JOC, USN

SEAMANSHIP is skillful as USS *Hammerburg* (DE 1015) moves in to refuel.

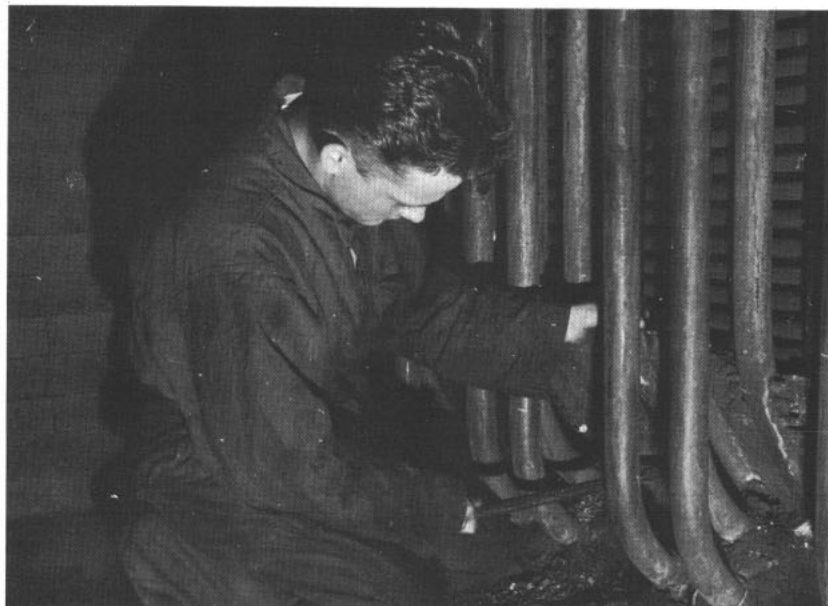




GANG MEMBERS repair the soot blower pilot valve on boiler. *Right:* The Oil King takes a sounding on a fuel tank.



PAPERWORK—Fireroom messenger takes gauge readings. *Rt:* Watch prepares order book. *Below:* Chrome ore is removed from superheater for repacking.



# Keeping

**E**VER VISIT the engine room of a Navy ship? It's quite an impressive place. Networks of pipes run every which way, overhead and underfoot; turbines scream madly; valves and gauges defy comprehension; the heat nearly melts you.

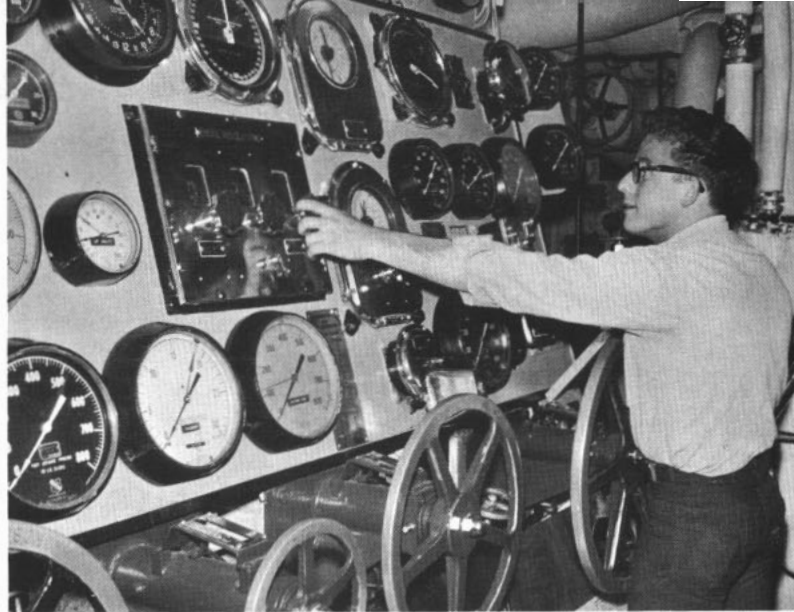
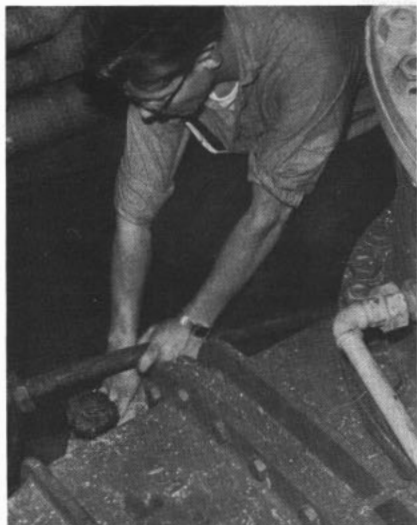
There's the roar of boilers; ladders leading straight down look as if they go through the hull and into the sea. A crew of Navymen are busy at work, unrecognizable as the same chaps who sat across from you at noon chow. Their faces are flushed and smeared with grease. They wear dungarees straight from Oiltown, U. S. A. They're soaked in sweat.

Welcome to the domain of the Black Gang—the ship's engineering force. Welcome to one of the few places left in the Navy where the "old-fashioned" idea of serving an apprenticeship is still the rule rather than the exception.

You won't ask many questions in the engine room. The noise level discourages conversation. But you'll probably feel your bottom jaw coming unhinged, reflecting your amazement at the scene before you. How, you wonder, can anyone . . . ?

It is at this point that the real meaning of sea duty dawns on you.

The men around you are called snipes — the firemen, boilermen, boilermakers, machinist's mates. It doesn't sound like an especially endearing term. You begin to understand why they adopted it.



SNIPES CLEAN bilges at base of main circulating pump. Right: Throttleman learns to respond to orders from bridge.

# the DD Fleet a-Go-Go

**T**HINGS HAVE certainly changed since a destroyer's black gang shoveled coal into the boilers. But the job of keeping the ship's engines going day and night is still far from glamorous. It's a hot, dirty, exhausting, dangerous and, for the most part, thankless job.

The BTs make steam. That sounds simple enough—boil a little water and you've got steam. Not quite. A constant supply of steam at 850 degrees, under pressure of 600 pounds per square inch, is needed to turn a destroyer's main turbines. The newer types need higher temperatures, greater pressure.

The ship's oil-burning boilers manufacture steam. Your tour of the fire room spaces is not complete unless you see the inside of a boiler. To do this, you lie flat on your back and ease yourself through a most inadequate hatch, feet first. It takes a while.

Eventually, you're inside the boiler. You can stand up. If you remembered your battle lantern, you'll note that the brick floor and walls are charred. The overhead, which angles to a peak, is covered with layers of curvaceous tubes. These tubes carry water through the boiler.

If you've heard firemen talk about cleaning firesides, you can now see what it's all about. Try to chip some of the black char off the bricks and tubes. It's like rock. A fireman's tools

are chisels, paint scrapers or anything else that will help loosen the slag, and when he finishes, the fire box is fairly clean.

This job is not recommended for people who tire easily or who suffer from claustrophobia.

Periodically it is necessary to replace the bricks in the boiler's floors and walls. More complicated is the job of replacing the tubes.

Observe the nozzle on the front

wall, where a stream of atomized fuel oil is forced into the boiler for combustion. This spot spells the end of a long journey for a ship's black oil.

**H**AD ENOUGH? Okay, see how well you manage to worm your way back out of the boiler. Have a good look at the bilges while you are at it.

What makes a snipe's job precarious? For one thing, the super-

**BLACK GANG** crewmen turn main steam stop valve to cut in boiler on line.





**TIGHT FIT**—Man slides into firebox. **Right:** Diffusers on air registers must be clean for proper air-fuel mixture.



**SUPERHEATER** bank on number four boiler gets a very close inspection.

heated steam traveling through the main steam line. A pinhole leak here shoots a fine stream of steam so potent that it can literally cut a man's hand off his arm.

There are other dangers, such as a flare back. Snipes describe a flare back as rather spectacular, but would as soon it never happened. It can occur when lighting off a boiler and the fuel oil does not ignite immediately. Fumes in the fire box explode. A tongue of fire may spew out at the fireman. If he isn't alert, and doesn't know his job, he gets hit.

Sometimes spilled oil slapping around in the bilge area of the boiler can ignite, causing what is termed fire in the casing. Remedy: smother it with steam.

Lines can rupture, filling the compartment with steam. Remember, it's 850 degrees at 600 psi, or higher, and the engine room spaces are considerably confined.

Other emergency conditions, such as high or low water in the boiler, losing feed water or fuel oil, a casualty to the reduction gear or a generator catching fire make the black gang's job a demanding one.

The black gang's routine work amounts to supplying the ship with electrical power, water and propulsion. They keep all engine room machinery and equipment in good working condition, and this alone is a tall order under the strain of almost

constant operation in the destroyer.

**E**VEN WHILE in port this work load is not eased. If anything, it's increased. There is little, if any, back-up or duplicated equipment in the confined engine room of a destroyer. So when some equipment is shut down in port, the black gang must use this opportunity to put things in order. This usually means a two-week period of 12-hour shifts.

And, of course, engine rooms must be kept clean—if for no other reason than the fire hazards generated by grease and oil. Also, boiler equipment loses its efficiency and deteriorates rapidly when fouled.

As a result, the smallest man below decks has certain special details, such as cleaning the outer generating tubes. He must slip through a 12-inch opening to perform this job, and if the clearance gives him trouble, his dungarees are first caked with grease to help him slide through. Cleaning soot from the stacks is another honor reserved for smaller members of the gang.

The heart of the engine room is, of course, the throttle board. Watches are stood here by machinist's mates, to implement instructions from the helm.

Other participants in the engine room drama are the men who operate the evaporators to supply the ship with fresh water; the men on

the switchboard; the messenger, who takes readings on all gauges every hour; and the oil king, who is responsible for all fuel, lube oil, and water on board. He also insures the purity of boiler feed water.

The black gang usually works four hours on and four off. Their job is done only when a ship goes out of commission.

**S**OUND LIKE a rough life? It is. But it's not so rough as to be forbidding. Flight deck work has its hazards, as does heavy construction, flying and any number of other occupations in the Navy.

To men with a deep interest in their job, skill is the big leveler of otherwise hazardous conditions. A measure of the collective Navy black gang fortitude in this area is the number of miles and days that Navy ships are underway each year, dependably on schedule.

Snipes would not trade places with anyone else on a ship. It's their engine room and their "plant"—as they refer to it—and they're for keeping it that way.

Aside from the immediate satisfaction they get from their work, the engine room men are also highly trained for many well-paying posi-

tions ashore and afloat when they begin a second career after Navy retirement. During their first six years in the Navy, snipes learn machinery, valves, pumps, boilers—the whole works—and from there continue to build on their knowledge. They have broad experience.

Furthermore, they are usually seen together in groups on liberty, which reflects the professional ties that exist among black gang personnel. Not so strangely, one of their favorite topics of conversation is the engine room.

They enjoy talking about it.

—Bill Howard, JOC, USN

**TEAM PORTRAIT**—Anti-submarine Warfare Group One looks sharp and moves fast as it steams toward next assignment in the Pacific. Black Gangs are responsible for making steam to keep task groups such as this one operating.





ON TRIAL—Atlantic Fleet destroyers of Destroyer Development Group Two set to sea to test new gear.

# DD Guinea Pigs

**S**OME ATLANTIC FLEET DESTROYERS are in the yards so frequently that, if you didn't know better, you would class them as hypochondriacs.

Not so. The destroyers referred to are guinea pigs, as well as fully operational warships.

They are operated by Destroyer Development Group Two, and this affiliation requires more than an average amount of yard time to install, periodically, new equipment for testing.

Destroyer Development Group Two, like most other significant creations, is the result of man's desire to improve a product. In this case, the "product" is Navy destroyers.

The unit was born in Newport, R. I., in 1957, and has lived there ever since. But the results are universal, as far as Navy destroyers are concerned.

While serving as commanding officer of the DesLant destroyer tender *uss Yosemite* (AD 19) in

1957, Captain Sidney Merrill, USN, became convinced that a Fleet organization similar to the Submarine Development Group Two, should be created to help solve many problems peculiar to destroyers.

As a starter, he assigned special development work to *Yosemite* technicians, over and above that usually performed on a tender. The early successes attributable to this effort

paved the way for eventual establishment of DesDevGRU Two. In 1958 CAPT Merrill was assigned full time duty as commander of the newly chartered command, which at that time included four destroyers.

**A**S THE UNIT settled down to its work there was no shortage of projects. New developments are so numerous that much time and effort is required to separate those that will work from those that won't. Many ideas sound good, and look good, on paper but their value cannot be known until they are given a good wringing-out, practical test.

DesDevGRU Two does the wringing out—more commonly known as feasibility tests—on a wide range of ideas and equipment pertaining to destroyer warfare, and passes judgment on their merits. Often on the basis of tests performed by DesDevGRU Two, the type commander decides what kind of gear will and



what won't work on his ships.

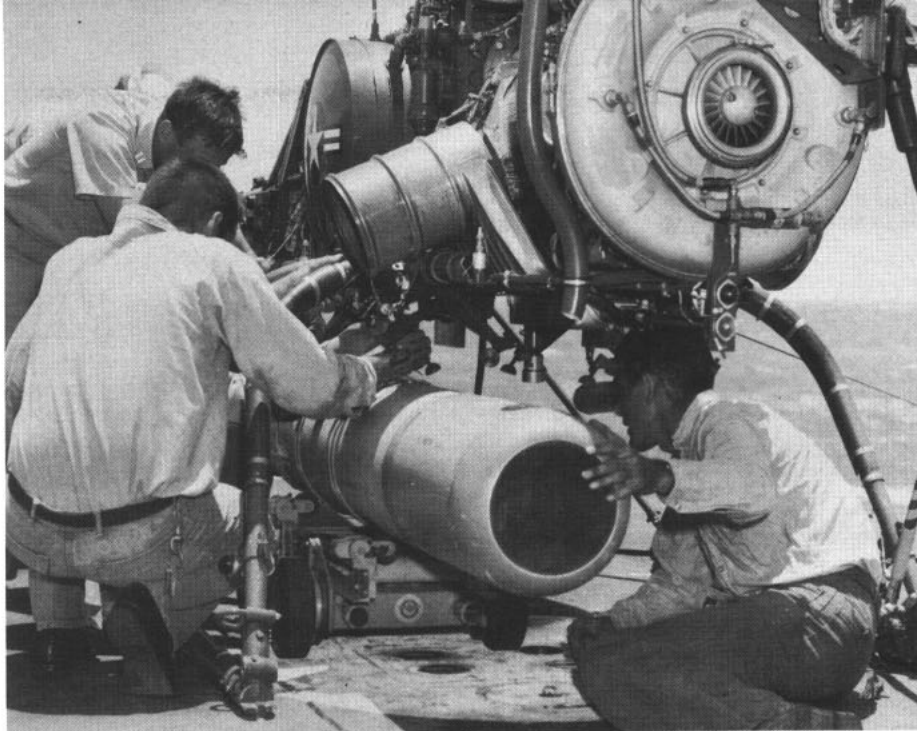
The officer and enlisted complement of the unit consists of technicians who are dedicated to improving destroyers. Their headquarters building is appropriately located on the Newport Naval Base waterfront, close to where the squadron of ships ties up.

Working under Commander Cruiser-Destroyer Force Atlantic, the development group maintains direct liaison with industry and scientific laboratories. When these agencies suggest new concepts, new ideas, new technology or new uses of old ideas that might be applicable to destroyers, the development group tries them out aboard an operating vessel.

**I**NTEREST LIES particularly in improvements for antisubmarine and anti-aircraft warfare, escorting convoys, surveillance operations and offensive and supporting surface operations.

However, DESDEVGRU Two's interest trails all the way down to such "trivials" as testing a new type of nylon line (Is the expense worth the added features?); a plastic canopy for gun directors to replace the standard canvas; non-skid deck pads; liquid rust removers and different types of pipe markings.

In almost every case, the industry that develops a new product supplies a sample or prototype for the tests. DESDEVGRU Two installs the equipment on one of its six destroyers, (four DDs, two DLs) and sometimes utilizes the two destroyers assigned the Destroyer Officers School.



**BIG JOB**—One of the biggest projects of group was evaluation of DASH system.

The operation has grown to proportions greater than may have seemed possible in 1957, when CAPT Merrill suggested the idea. The reason for this—as all test and development activities are aware—is the substantial increase in new ideas from industry during our nation's technological revolution.

Because of the abundance of new products and equipment, a more specialized test and development unit, such as DESDEVGRU Two, is able to concentrate on many projects that might be deferred or discarded by a larger activity, either because of other pressing priorities or because of limited applicability.

In addition, with a formal test and development setup which caters specifically to destroyers, DESDEVGRU Two is able to lend assistance to larger activities, such as various Navy bureaus and the Commander, Operational Test and Evaluation Force, for more destroyer projects.

This serves to prevent a lag in the continued development of our destroyer forces.

**O**NE OF THE biggest projects the group has participated in was the evaluation of the Drone Anti-submarine Helo system aboard its operating ships. Extensive project work has also been conducted on

**ON THE SPOT**—Headquarters for DesDevGru Two is conveniently located on pier in heart of DesLant at Newport, R.I.





**PRIMARY CONCERN** of Atlantic Fleet group is testing ASW weapon systems.

*Padloc* (Passive Active Detection Location), a system designed to locate submarines and passively chart their courses; on a new periscope detection radar system; on new variable depth sonars and on electronic countermeasures systems.

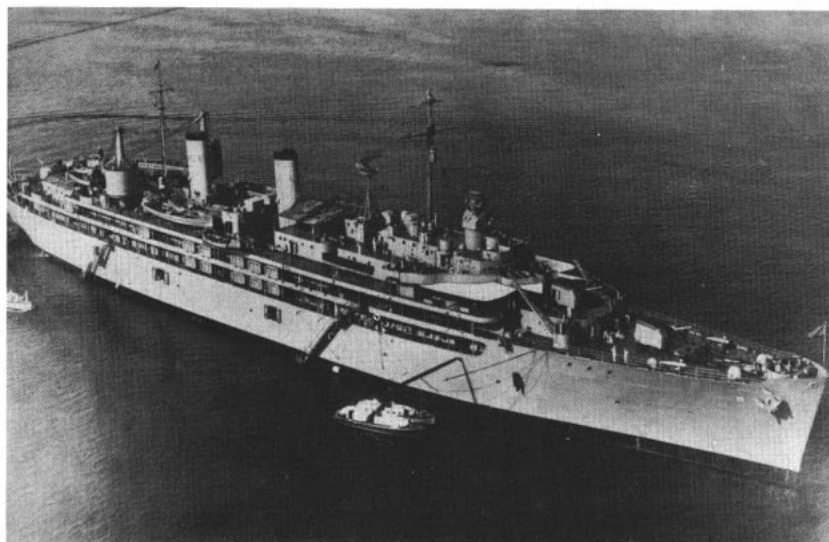
At any given time the development group has 35 to 40 active projects. Often, more than one project is piggybacked on one vessel, to make maximum use of time, space and effort involved in a test.

But the special work does not relieve DesDevGRU Two ships from

assuming the normal responsibilities of a destroyer. While project tests are being pursued, the ships take part in routine operations with both the Second and Sixth Fleets. They also participate in training assignments, such as Marine gunfire support exercises and U. S. Navy Destroyer School indoctrination cruises.

One destroyer recently assigned DesDevGRU Two—uss *Hazelwood* (DD 531)—participated in the search for the submarine uss *Thresher* (SSN 593). Others have participated

**IT ALL STARTED** with special assignments for technicians aboard USS *Yosemite*.



in *Project Mercury* operations, in the evacuation of U. S. citizens during the Dominican Republic crisis, and regularly participate in Fleet ASW and convoy exercises.

All of which points out that the assignment is no picnic.

Many innovations in the destroyer forces have passed the scrutiny of DesDevGRU Two technicians before becoming standard equipment. Some devices which will perhaps eventually be adopted by the Navy are now being tested and evaluated by the group. A general outline shows emphasis in the following areas:

#### **Antisubmarine Warfare**

**Detection**—The development group has engaged in a number of programs to determine the shipboard and general operational feasibility of acoustic and other experimental systems proposed by private industry, Navy bureaus and laboratories. These include variable depth sonar, long-line hydrophone arrays, periscope detecting radar, bistatic echo-ranging, explosive echo-ranging, sonar and radar signal processing, and high-performance destroyer sonobuoys.

**Classification**—Classification still remains a serious ASW problem. As an effort to improve destroyer-borne and helicopter-borne devices, and to test them in the operational environment, various experiments have been made by the group in the past several years. The requirement for low false-alarm rates for classification devices has led to the establishment of rigorous experiment controls.

**ASW Fire Control**—Working in close liaison with the fire control section of the U. S. Naval Underwater Ordnance Station at Newport, development group men have pointed out problem areas in ASW fire control on destroyers which will lead to new development programs.

Private industry and Navy bureaus engaged in fire control studies frequently consult the group for information concerning various weapons, torpedoes, sensors and displays. In addition to specific requests for assistance, the development group has sponsored an American Ordnance Association ASW Fire Control conference and assisted in sponsoring the First Annual Destroyer Anti-submarine Weapons System Survey.

**Weapons and Delivery**—Detection and target classification are only parts of the total ASW problem. Defeating

the enemy submarine will require improvements in ASW weapons and their delivery methods. Working with the developing agencies, development group ships have assisted in the feasibility tests of wire guided torpedoes and *Dash*.

#### Air Defense

**Air Search Radar Improvement**—There is a need for long range detection of aircraft, both friendly and enemy. Current Navy R&D programs call for eventual replacement of AN/SPS-6 radars with improved equipment. However, the development group, through its continuing program of SPS-6 improvement, has increased the detection range of the radar, employing slight modifications and advanced components.

**Electronics Countermeasures** — Because the detection of enemy electromagnetic radiation is essential for countering an attack, or for collecting intelligence, the group is making a comprehensive study of all current and programed ECM equipment to determine if it will meet destroyer air defense and ASW requirements.

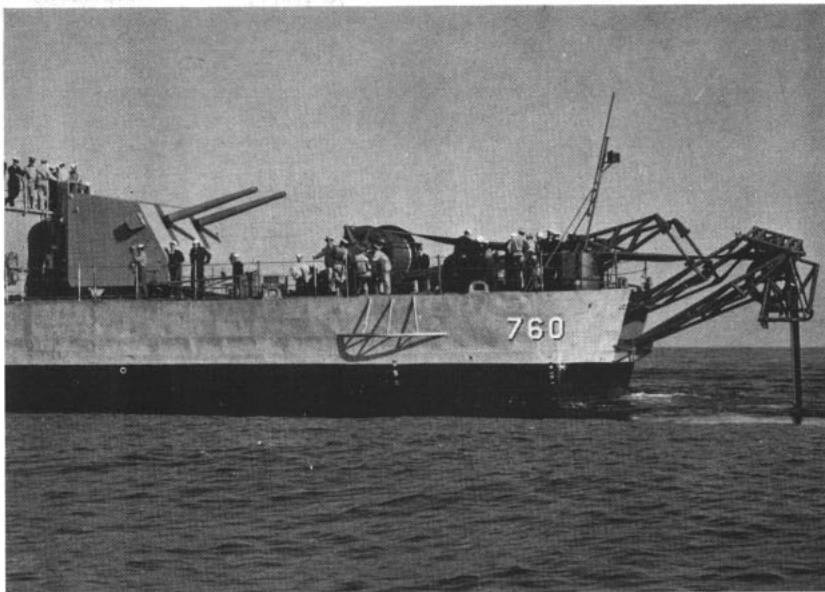
DesDevGRU Two also inherited a project named *Firefish* which originated on the West Coast, where another—smaller—destroyer development group is in operation without the benefit of having its own ships assigned. *Firefish* is a small, high speed target which simulates an attacking PT boat. It makes speeds of over 40 knots.

*Firefish* targets are operated by remote control, and are so inexpensive they are expendable. A destroyer can gain valuable target practice at the simulated attacker, and shoot to kill.

Development group destroyers are normally fitted out with a completely interchangeable portable laboratory. When hoisted aboard ship, the lab contains almost all the electronic instrumentation required for a feasibility test. This permits certain projects to be farmed out to ships not attached to the group. In such cases, regular reports are transmitted back to Newport by the evaluating team.

Besides DesDevGRU Two staff members, company representatives often travel along during tests of equipment. The exchange of information and knowledge is stimulating.

At present, DesDevGRU Two has a staff of 10 officers and about 40 enlisted men. Four unrestricted line



THE DEVELOPMENT group has tested various acoustic systems designed for destroyer type ships including variable depth sonar shown aboard DD 760.

officers handle the operational aspects of the group; the others include specialists in ordnance, electrical, acoustical and mechanical engineering, plus about three limited duty officers with electronics and ASW backgrounds. The officer complement represents about 100 years' experience in the destroyer navy.

The enlisted complement is com-

posed primarily of senior petty officers in the technical skills. In several cases they are hand-picked for their ability in this very special brand of work.

They like the assignment. It is a personal challenge, and they relish this opportunity to contribute whatever they can toward improving destroyers.

THE FACTS MAN—Crew member aboard DD of DesDevGRU Two logs test info.





AT DA NANG—Tugs steady a pontoon causeway holding military vehicles for landing craft to carry ashore.

# Build-Up in Da Nang

**T**HE PORT CITY of Da Nang is a typical example of the build-up of combined U. S.-South Vietnam forces resulting from the efforts to overcome the Viet Cong.

In little more than a year the supplies received for transshipment to various points have built up from 4000 tons a month to 40,000 (this figure was released in late 1965)—and are increasing steadily. Along with the fleet of junks that has been part of the traditional scene, there is a constantly growing number of U. S.

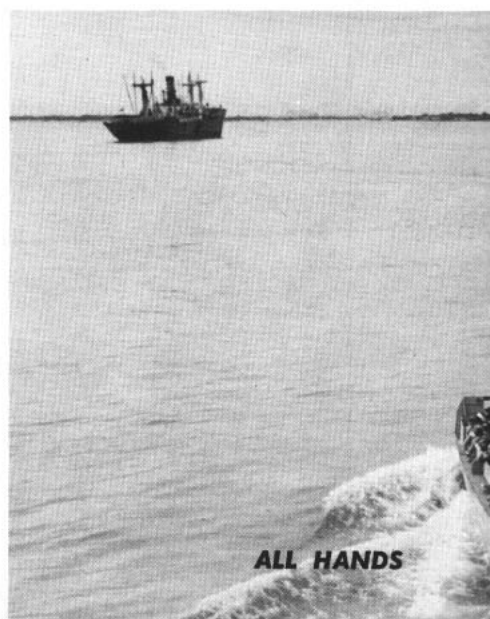
supply ships in the harbor now.

Take a look at Da Nang today. The nearby marshland has been filled for use as staging areas. Terminal warehouses are being built. Ramps have been installed on the waterfront for LSTs and smaller landing craft. The small-time supply facility has become the U. S. Naval Support Activity, Da Nang, and is being built up to a complement of more than 3000 Navymen. It is the distribution point for weapons, ammunition, clothing, food and equipment for

upwards of 40,000 troops now occupying areas between Da Nang and the Demilitarized Zone.

Responsible for much of this build-up and among the first Navy people ashore at Da Nang were the world famous SeaBees. There are now a total of four MCBs in the Da Nang/Chu Lai area building everything from LST ramps to jet airfields. It was one of these battalions that received the brunt of the Vietcong attack on the new hospital which they had nearly finished building.

DOCK SIDE—Navymen offload lighters with fork lifts. *Right:* Work boat takes cargo handlers out to ships in port.



A new arrival to the scene will find Navy men on the job unloading the ships, keeping the records, cataloging and storing the incoming material and ferrying supplies for Chu Lai and Hue. And that's just part of their job ashore.

**A**T LAST COUNT, a total of just over 2500 men were keeping the goods moving. Because the 2500 is roughly only two-thirds of the final anticipated complement, and because the Vietnamese build-up is continuing, work at the Da Nang supply depot is on an emergency basis. The working day is at least 12 hours, weekends included. Hatch crews, which unload the ships, work day and night shifts to cut the transports' in-port time.

One command, Da Nang's assault craft division, is assigned only enough men to operate and maintain the boats. There are no reliefs. These boat crews consider themselves fortunate if, every other night, they return to the berthing ship *USS Okanogan* (APA-220) for a hot meal and a night's rest.

When the build-up first began, Navy men of all ratings who could be spared by their commands were sent to Da Nang on temporary duty orders. The first support unit to arrive was Cargo Handling Battalion Two (CHB 2), home-based in the Philippines. Three days after receiving orders, the unit was in Da Nang.

The three officers and 70 enlisted men of CHB 2 were first assigned to the 9th Marine Amphibious Brigade. When the logistic support unit was established in May, the group came under the operational control of Commander, U. S. Seventh Fleet.

**SUPPLY** at Da Nang is big business.



**ALL ASHORE**—Supplies for forces in Vietnam are loaded aboard LCU as local residents watch from small boats. Supply delivery is on an emergency basis.

**I**N LATE JUNE 1965 the second unit arrived, Cargo Handling Battalion One from the Atlantic Fleet. CHB 1 moved to Vietnam from its base in Williamsburg, Va. CHB-1 has returned to its home base, just in time

for some of its men to deploy in support of Operation Deepfreeze in the Antarctic.

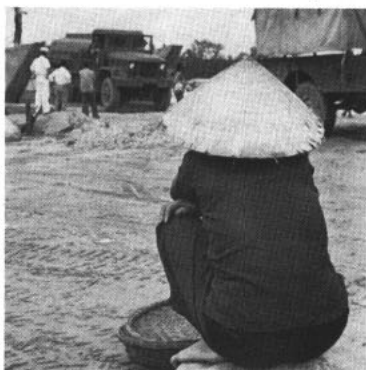
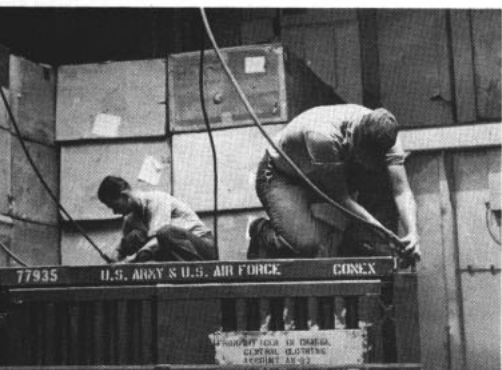
Nucleus Port Crew Two (NPC 2), consisting of 12 officers and 42 enlisted men, was the second East

**ON DUTY**—Attack transport *USS Okanogan* (APA 220) is floating HQ in harbor.





CHECKUP—Harbor security patrol checks identification of fisherman.



IN HOLD—Jeep is prepared for offloading. Rt: Da Nang citizen watches trucks land ashore. Below: Landing craft deliver cargo from supply ships at Da Nang.



Coast command to arrive in Da Nang. NPC 2 Navymen were trained to coordinate the operations of port facilities. This included assigning cargo crews to ships, documenting invoices, informing recipients their material has arrived, and storing supplies. This unit has now been returned to its homeport.

ComSeventhFleet's Assault Craft Division was given the job of harbor and coastal transport. Assault craft divisions consist of approximately three officers and 200 men. The units serve on a rotating basis and, since the build-up began, one group has already returned to the U. S. and been replaced by another.

**T**HE PRESENT ASSAULT CRAFT division operates 10 LCM-8s, 13 smaller LCM-6s and 14 LCUs. They transport supplies from the ships to the warehouses and make supply runs to various locations in Vietnam.

To provide service craft for the support activity, Service Group Three has deployed a mobile support unit. This unit has two tugs for moving cargo lighters and pontoon causeways, two refrigerated barges (each holding 350 tons of chilled or frozen food), one water barge and an oil barge for refueling other small craft.

This same unit also provides cooks, hospital corpsmen, barbers, laundrymen, yeomen and disbursing clerks to help out aboard the berthing ship.

Protection against Viet Cong espionage or sabotage to ships and stores is an important part of the Da Nang operation. A harbor security section was set up by the Nucleus Port Crew soon after its arrival. At present 44 enlisted men and four officers are assigned to security, but the ultimate strength is expected to approach 210.

The security force now has two Mark IV personnel boats equipped with 30-caliber machine guns, used to patrol the harbor 24 hours a day. They also have jeep patrols which make periodic checks of ramps and staging areas.

According to the security officer, the greatest concern is the possibility of infiltration by Viet Cong high speed boats and underwater swimmers. The solution? Concussion grenades are dropped overboard periodically by ships in the harbor to discourage enemy frogmen, and any attacking boats would be met by a destroyer which patrols just outside the mouth of the harbor.

—James F. Falk, JO1, USN

**ALL HANDS**



Curvy Foursome includes Joey Heatherton, Anita Bryant, Carrol Baker, and Diana Lynn Batts. The man is Bob Hope.

## Bob Hopes You Caught This One

**T**HE SPIRITS of 3000 sailors aboard *uss Ticonderoga* (CVA 14) at sea off the coast of Vietnam, were lifted when the ski-nosed comedian and his troupe of stars performed on the carrier's flight deck.

The comedian was Bob Hope with his annual show for servicemen. His show was held on *Tico's* flight deck between operations. Sailors from the destroyers *uss Turner Joy* (DD 951) and *Lyman K. Swenson* (DD 729) and the fast combat support ship *uss Sacramento* (AOE 1) were high-lined and flown aboard by helicopter to see the show.

Bob Hope had the sailors on the deck with his running line of jokes. He joked that *Ticonderoga's* flight deck "was so big you could go

AWOL without leaving the ship."

The Bob Hope sea show was held in collaboration with the United Services Organization and the Department of Defense. The show features stars such as songstress-comedienne Kaye Stevens and performer Jerry Colonna.

Other members of the troupe included Carroll Baker, Anita Bryant, Joey Heatherton, Jack Jones, Peter Leeds, the Nicholas Brothers, Les Brown and his Band of Renown, and Miss USA-World 1965, Diana Lynn Batts.

When the show was over on the carrier's flight deck it was back to the routine of launching and supporting air missions over Vietnam for *Ticonderoga* carriermen.



Anita Bryant persuades sailor to join act.

Jerry Colonna, Bob Hope and Jack Jones in musical satire

Carroll Baker and Mr. Hope, and a load of laughs.

The Nicholas Brothers step out with Fleet feet.



# Vietnam: On-the-Scene

*The daily papers keep you up to date on the latest news from South-east Asia. Here is a series of reports on various Navy activities which round out the headlines. ALL HANDS will continue to report the background story that comes directly from ships and units on the scene.*

## VA-192 Does Its Part

Attack Squadron 192 is only a small unit of the total U. S. force engaged in conflict in Vietnam. But VA-192 is typical of the various Navy air units operating in WestPac in support of the U. S. action.

At present, the VA-192 Golden Dragons are tenants aboard *USS Bon Homme Richard* (CVA 31), along with the other squadrons that make up Attack Carrier Air Wing 19. They fly almost daily strike missions from the flight deck of this Seventh Fleet carrier to hit Communist positions in North and South Vietnam.

A light jet attack squadron flying the Navy's mighty midjet—the A4C *Skyhawk*—VA-192 depends heavily on its maintenance department for its ability to strike the enemy. Of the 145 enlisted men attached, over 90 are directly concerned with maintenance work.

The *Skyhawk* is a highly developed weapons delivery system. It requires specialists in many fields to keep squadron aircraft in top condition. Crews are at work around the clock inspecting the aircraft and cor-



PILOTS of VA-192 receive briefing aboard *USS Bon Homme Richard* (CVA 31) for strike against Viet Cong.

recting discrepancies. Other routine work is done at night, under the glow of red lights, to ready the aircraft for a coming day's strike.

By the time dawn breaks, squadron flight deck personnel have already been on the job a couple of hours.

When flight quarters are sounded, the flight deck crews begin positioning all aircraft for the first launch. An hour and a half before launch, VA-192 pilots are briefed by air intelligence. They are assigned targets

for the day, and review a multitude of factors, including the weather conditions, that have a bearing on their mission.

Further briefing follows in the squadron ready room.

A half-hour before launch, the pilots are on the flight deck to give their planes a pre-flight check. When satisfied that everything's okay, they climb into their cockpits.

The *Skyhawk* cockpit is a small world. It is crammed with assorted switches, gauges, instruments and equipment. Strapped into his seat, the pilot has little room to squirm.

The usual procedure of cat launches follows, after which the squadron forms upstairs.

Near the target area the flight leader makes contact with the forward air controller (FAC)—a pilot in a light plane who is responsible for locating the ground target and guiding the attacking planes to it—and the Golden Dragons begin their attack, using many different methods of delivery.

After the strike the VA-192 birds head home. The flight is not complete until all the squadron's aircraft are safely aboard the carrier.

The returning pilots go below decks to air intelligence and report the results of their strikes. Maintenance crews inspect all aircraft and the planes are refueled for the next strike. The flight deck is then readied for another launch.

The Golden Dragons have endured a long period of combat operations. During five months VA-192 flew over 1500 missions, and were still going.

Military operations in Vietnam are a tremendous team effort—an effort carried out by dedicated men. VA-192 is doing its part.

## Firing For Effect

A lonely Republic of Vietnam outpost, 33 miles south of Qui Nhon, receives gunfire support from a Seventh Fleet destroyer against repeated Viet Cong attacks throughout the night. As dawn breaks and the Viet Cong are forced to withdraw, the U. S. advisor at the outpost reports to the destroyer *USS Epperson* (DD 719) offshore: "Your shells found their mark."

Naval gunfire support for friendly



# Reports

forces in South Vietnam has increased steadily since last August, when the cruiser *USS Galveston* (CLG 3) and the destroyers *Orleck* (DD 886) and *Prichett* (DD 561) helped bring about the first major U. S. victory during Operation Starlight, south of Chu Lai. In the Starlight operation, Navy ships fired more than 1650 projectiles and were credited with a major role in this defeat of the Viet Cong.

Between June and October, U. S. Navy ships fired over 65,000 shells of various calibers in support of U. S. Marine and South Vietnamese troops. All of these projectiles were fired at Viet Cong targets in South Vietnam selected by Marines or Vietnamese corps commanders. All firing was done under the direct control of Marine and Navy spotters, either airborne in observation planes or on land at forward fire control observation posts.

By late autumn last year, over 465 missions had been fired by seven U. S. destroyers and cruisers along the South Vietnamese coast. All along the coastal stretch the Viet Cong is subject to the destruction and harassment of shipboard guns.

## Midway Record

*USS Midway* (CVA 41) is home in San Francisco after nearly nine months in the Far East. During that time the ship participated in almost constant combat operations off the coast of Vietnam.

Hundreds of wives, children and other relatives streamed aboard the carrier to welcome their loved ones home. The *Midway* had left behind



**AIR STRIPPING**—Working parties place steel planking for cargo apron and aluminum panels for runway while building airfield in Vietnam in only 34 days.

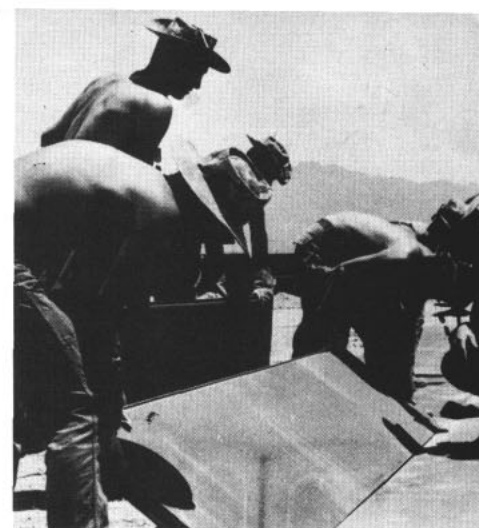
14 Navymen killed in action, three missing in action and a flight deck crewman who was lost overboard during the trip home.

Nearly 11,500 combat sorties were flown by the carrier's 70 embarked aircraft against Communist targets in North Vietnam and on Viet Cong strongholds in South Vietnam. *Midway* planes shot down three Soviet-built MIG-17s in June—the first confirmed MIG kills of the conflict.

In addition to being awarded a total of 122 Air Medals, 37 Navy Commendation Medals and one Secretary of the Navy Commendation for achievement, *Midway* crewmen were also presented the Navy Unit Commendation in recognition of their outstanding service with the Seventh Fleet.

## Runaway Runway

In the rolling dunes midway up the Cam Ranh peninsula, Admiral U. S. Grant Sharp, USN, Commander in Chief Pacific, and three Navy Civil Engineer Corps officers set the last aluminum mat in place to com-



plete the world's longest aluminum runway, at what has suddenly become Cam Ranh Air Base.

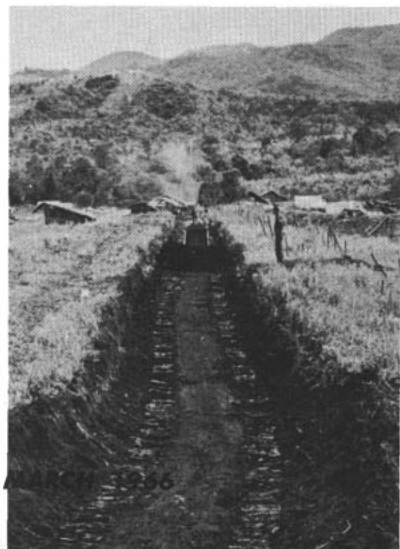
The 10,000-foot runway was laid in just 34 days by civilian contractors under the direction of three Navy CEC officers.

Hangars, repair shops, warehouses and barracks buildings have sprung from the sand seemingly overnight. Huge cargo planes now land regularly to unload supplies, equipment and construction materials which previously took days longer to be transported overland from Vietnam's clogged ports.

The Navy Civil Engineer Corps officers who have been working night and day along with the contractors to complete the project are Commander Francis W. Day, Lieutenant Larry D. Myers and Lieutenant Eugene McPartland. They are members of the 34-officer staff of Rear Admiral R. R. Wooding CEC, USN, who is responsible for the design and construction of military projects in the Republic of Vietnam.

Mountains of sand had to be

**BUILDING AN OUTPOST**—Seabees clear land for base in Vietnam. Rt: Underground storage building is erected.





HIGH IN THE SKY—Carrier-based Navy planes fly inland with bombs aboard.

moved to level the runway site. Six miles of pipe and a battery of six 500-gallon-per-minute pumps were installed to supply salt water for compacting the sand so it would support the runway.

So much water was required that the Navy engineers at Cam Ranh, in contrast to others in Vietnam who dread the rain, actually welcomed the monsoon season.

Work has begun on a parallel concrete runway. Meanwhile, the aluminum runway will serve the area very well. It is a working air base, constructed on the sand dunes in two months at Cam Ranh Bay.

#### Long Haul for Independence

USS *Independence* (CVA 62), first Norfolk-based carrier to serve in Vietnam, is back in her home port after completing seven months of operations in Southeast Asian waters off the coast of Vietnam.

Departing Norfolk in May to join the Seventh Fleet, *Independence*

steamed more than 73,000 miles, operating in the Atlantic, Indian and Pacific Oceans, the Caribbean and South China Seas, the Gulf of Tonkin and the Straits of Malacca. The carrier has steamed nearly twice the distance normally traveled during a Mediterranean cruise.

Extended periods at sea during this deployment—sometimes as long as 44 days—possibly accounted for the men of *Independence* consuming over 60,000 pounds of coffee, 748 million soft drinks and 85,648 cartons of cigarettes.

The medical department on board reported dispensing some 49,000 APCs and 126,000 aspirins. The ship's dental department was kept busy with 14,600 appointments that entailed 21,000 restorations and treatments.

The carrier's postal clerks were kept busy with an unusually heavy load of mail, handling over 70,000 pounds of incoming and 65,000 pounds of outgoing letters and par-

cels. The carrier was in the designated combat zone in the South China Sea for most of the deployment, and the crew were thus entitled to free mail privileges.

*Independence* joins *Enterprise* (CVAN 65) as a recent carrier to sail in three of the world's oceans within the same year.

Her aircraft accounted for 10,285 arrested landings during the deployment and flew 8033 combat sorties during 17,666 combat flight hours.

The carrier's homecoming was nearly marred by disaster just 220 miles from Norfolk. A spectacular fire broke out on the flight deck after a jet fighter's fuel tank broke on the catapult during launching. Fortunately, no one was seriously hurt.

—Dick Graddick, JOC, USN

#### Laurels for Oriskany

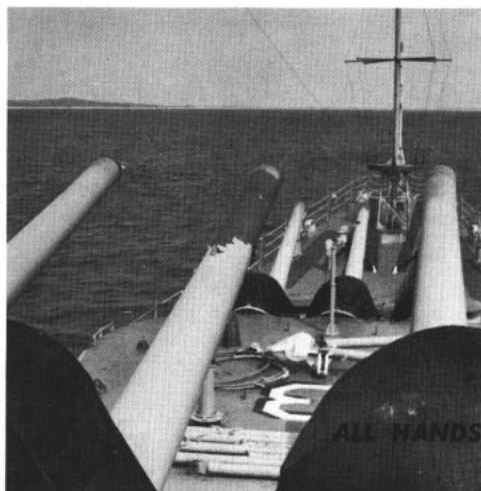
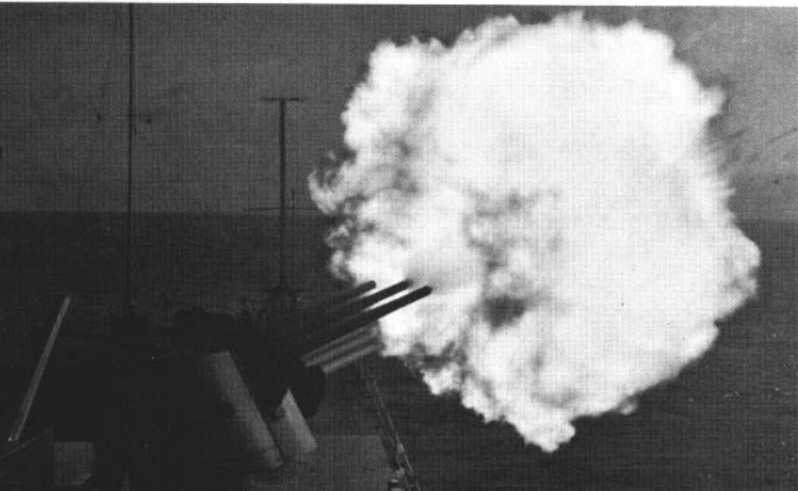
Successive combat missions over Vietnam continue to swell the number attained by the Seventh Fleet attack aircraft carrier USS *Oriskany* (CVA 34) during its current deployment. Between May and November the *Big O* flew 11,041 combat sorties from the South China Sea.

The total of missions racked up by *Oriskany's* Carrier Air Wing 16 is believed to be a record for combat sorties by any comparable air unit, be it land- or sea-based.

*Oriskany* also owns a fine record for other accomplishments for her current combat engagement. The carrier chalked up one underway ordnance replenishment to the tune of 193 tons per hour; conducted more than 200 unreps and has the distinction of never failing to meet a single day's combat commitments in six months on the line in the Vietnam area.

*Oriskany* deployed from her home port of San Diego on 5 Apr 1965.

BLAST IT—USS *Galveston* (CLG 3) blasts shore line. Rt: Blistered barrels tell the story of the heavy shelling.



# DECORATIONS & CITATIONS



"For extraordinary heroism . . ."

★ MEYERKORD, HAROLD D., Lieutenant, USNR, posthumously, as naval advisor to the Vietnamese Navy River Assault Groups while serving with the Naval Advisory Group, U.S. Military Assistance Command, Vietnam. LT Meyerkord was directly involved in more than 30 combat operations against enemy aggressor forces. On 30 Nov 1964, he was instrumental in turning defeat into victory when, under fire, he reconnoitered ahead of friendly forces and discovered a Viet Cong canal block. He immediately set up a shore command post, directed artillery fire and called for medical evacuation helicopters and direct air strikes. On 13 Jan 1965, LT Meyerkord transferred from a command boat to a small boat, proceeded to a boat grounded in Viet Cong territory, administered first aid to the wounded and returned to the command boat, all under constant enemy fire. On 24 Jan 1965, he directed a Vietnamese River Force flotilla when the Vietnamese commander was wounded in an ambush. Later in the action, though wounded and facing heavy fire, he continued the fight until victory was assured. In his final action, on 16 Mar 1965, LT Meyerkord led a river sortie into insurgent territory after he had again positioned himself in the lead boat in order to direct operations and set an example for the Vietnamese naval personnel. Caught in a heavy ambush, he was wounded by the first fusillade from the Viet Cong. He was reported to have returned their fire at point-blank range until he was fatally wounded. By his sustained leadership, initiative and courage throughout these operations, LT Meyerkord contributed greatly to the U.S. effort in Vietnam and upheld the highest traditions of the Naval Service.



"For exceptionally meritorious conduct in the performance of outstanding service to the government of the United States . . ."

★ AVERY, Bennett F., Captain, MC, USN (Ret), as National Coordinator of the Medical Education for National De-

fense (MEND) Program from 14 Jul 1958 to 30 Sep 1965, for his efforts in the acceptance of the program as part of the curriculum of all the American colleges of medicine.

★ CARPENTER, M. Scott, Commander, USN, for his contributions to Project Sealab II as Senior Team Leader of the aquanauts from 28 Aug 1965 to 13 Oct 1965.

★ DORNIN, Marshall E., Rear Admiral, USN, as Commander Cruiser-Destroyer Force, U. S. Pacific Fleet, from 30 Aug 1963 to 28 May 1965, for his work in the development of advanced training methods with variable depth sonar and for his contributions to the improvement of Force readiness.

★ HUSBAND, ALEXANDER C., Rear Admiral, CEC, USN, for the period from June 1963 to November 1965 while serving as Director, Facilities Management, Bureau of Yards and Docks; Deputy Chief of the Bureau of Yards and Docks; and Deputy Chief of Civil Engineers, for his contributions in the reorganization of the Bureau and its field divisions to meet expanded responsibilities for Facilities Maintenance and Utilities Operation, which quadrupled maintenance resources of the Bureau.

★ LONG, THOMAS A., Rear Admiral, SC, USN, as Commanding Officer, Naval Supply Center, Norfolk, from 14 Jan 1963 to 14 Sep 1965, for his work in the expansion of the command's mission and workload in support of Navy and other Defense Department activities at savings of several million dollars to the government.

★ SHEATS, Robert C., Master Chief Torpedoman's Mate, USN, for his work as Team Leader of an aquanaut team during Project Sealab II, from 28 Aug 1965 to 13 Oct 1965.



"For heroism or extraordinary achievement in aerial flight . . ."

★ MCKINLEY, Gerald W., Lieutenant (jg), USNR, posthumously, as pilot of an A1 aircraft in Attack Squadron 215, operating from USS *Hancock* (CVA 19), during a strike on the Vinh Son radar

installation in North Vietnam on 31 Mar 1965. After completing two high altitude bombing runs, and after other aircraft had retired from the area, LTJG McKinley began his final attack, a low altitude bombing run. As he sought to destroy the strategically located target, his aircraft was destroyed by heavily concentrated small arms and automatic weapons fire.

★ ROARK, WILLIAM M., Lieutenant, USN, posthumously, as a pilot in Attack Squadron 153 aboard USS *Coral Sea* (CVA 43), for operations in Vietnam on 7 Apr 1965. Completing several successful attacks against military targets along a coastal highway in North Vietnam, his flight was taken under concentrated fire by numerous anti-aircraft and automatic gun positions. LT Roark attacked the gun emplacements despite the fire directed at him. When his aircraft was struck by hostile fire, he flew the disabled jet toward the water and successfully ejected. He was fired upon continuously during his parachute descent and after reaching the water. The intense barrage of anti-aircraft, automatic weapons and mortar fire directed onto the water by the enemy prevented helicopter rescue of LT Roark, who was fatally wounded. His cool courage in the face of intense enemy opposition was in keeping with the highest traditions of the U.S. Navy.



"For heroic conduct not involving actual conflict with an enemy . . ."

★ WALLS, Richard B., Lieutenant Commander, USN, as pilot of an A3B aircraft in Attack Carrier Wing Air 16, operating from USS *Oriskany* (CVA 34), on 25 May 1965. When his aircraft crashed into the sea following a catapult launch failure, LCDR Walls, though he sustained several severe lacerations and a compound fracture of one leg, immediately rendered assistance to his passenger, who was on his first ride in a carrier-launched jet. Grasping his fellow victim and thrusting him out of the submerged aircraft, LCDR Walls continued his assistance upon reaching the surface of the water by inflating the struggling passenger's life vest, loosening his oxygen mask and attaching him to the helicopter rescue hoist. His prompt action saved a life.



SHIPSHAPED—Reservists train at Naval Reserve Training Center in Omaha.



NAVAL RESERVISTS man stations at simulated ship's damage control central in NRTC. Below: Weekend Warrior prepares for training flight at NAS, Oakland.



TRAINING keeps Reservists ready.

## A Good

**T**HE U. S. Naval Reserve, which concluded a year-long observance of its golden anniversary in March is continuing to demonstrate itself to be a vital element of the Navy team.

Although the concept of the Reserve forces dates back to colonial times, and was an important factor in the defense of the American colonies before 1775, the Naval Reserve as we know it today did not come into being until 1915.

During World War I, a third of a million Reservists—30,000 officers and 300,000 Reserve enlisted men—served on active duty with the Navy.

Nearly three and one-half million Naval Reservists served during World War II—representing some 80 per cent of the Navy personnel on active duty.

Thousands more participated in the Korean conflict. And, during the Berlin crisis, 40 Naval Reserve Training Ships and their crews were called up, and 18 Naval Air Reserve squadrons were activated.

During the Cuban crisis several thousand Naval Reservists volunteered to take part.

There are approximately 580,000 Naval Reservists today. Although none has been called up to serve in Vietnam, there are nearly 96,000 Reservists now on active duty. Some are volunteers; others are fulfilling their active military obligation.

Of the Naval Reservists on inactive duty, some 126,000 are serving in a drill-pay status and approximately 21,000 others are drilling on a non-pay basis.

It's easy to see, then, that today's Naval Reserve is a complex organization, as indicated on these pages.



SEAGOING—USS De Long (DE 684) manned by a Selected Reserve crew takes part in ASW exercises in the Atlantic.

# Right Arm—in Reserve

**O**VER-ALL military control is, of course, exercised by flag officers at headquarters in Washington—including the Chief of Naval Operations, the Chief of Naval Personnel and their Assistant Chiefs for Naval Reserve.

Two other commands, headed by flag officers, are responsible for administration in the field. One is Commander Naval Reserve Training Command, with centrally located headquarters at Omaha, Neb. The other is the Chief of Naval Air Reserve Training, with headquarters at NAS Glenview, Ill.

CNRTC is responsible for the training of more than 94,000 Selected Reservists—who carry their mobilization orders in their pockets—and 15,000 Reservists taking part in non-pay programs.

To help accomplish this training there are 452 Naval Reserve Training Centers and Training Facilities established in major population centers. Some are located near available pier space where training ships and submarines can be moored, thereby making possible tailored underway training when the ships are available in port. There are approximately 80 Naval Reserve training ships, including destroyer types, patrol types, minesweepers and submarines. Military command is carried out through the commandants of the various naval districts.

**T**HERE IS an almost unlimited variety of training available at these centers although, of course, not all training centers offer all training programs.

The Selected Reserve (paid) pro-

grams include the ASW Component with its DD/DE Reserve Crews and destroyer division commanders; the Mine Warfare Component with its MSC/MSCO Reserve Crews (BLUE and GOLD), and Mine and Squadron division commanders; the Surface Program, which consists of large, medium and small Surface Divisions

and Fleet Divisions (steam, diesel and special); the Submarine program; MSTs; Naval Control of Shipping Organization; Advanced Base Command; Amphibious Beach Group; Construction Battalion; Inshore Undersea Warfare (formerly called Harbor Defense); Ship Activation, Maintenance and Repair;

## Air Arm: Weekend Warriors Are Widespread

**H**ERE IS a list of the Naval Air Reserve training activities:

NAS Los Alamitos, Calif., which includes one Air Wing Staff, 22 squadrons, two NAIRUs, two NARMUs and nine WEPTUs.

NAS Atlanta, Ga., which includes one Air Wing Staff, nine squadrons, one NAIRU and one WEPTU.

NAS Glenview, Ill., which includes one Air Wing Staff, eighteen squadrons, two NAIRUs, two NARMUs, one NARDIV, and five WEPTUs.

NAS Olathe, Kans., which includes one Air Wing Staff, eight squadrons, one NAIRU, one NARMU, one NARDIV and one WEPTU.

NAS New Orleans, La., which includes one Air Wing Staff, nine squadrons, one NAIRU and one WEPTU.

NAS South Weymouth, Mass., which includes one Air Wing Staff, 15 squadrons, one NAIRU, one NARMU and two WEPTUs.

NAS Grosse Ile, Mich., which includes one Air Wing Staff, 14 squadrons, two NAIRUs, one NARDIV, two NARMUs and three WEPTUs.

NAS Twin Cities, Minn., which includes one Air Wing Staff, 14 squadrons, one NAIRU, one NARMU and one WEPTU.

NAS New York, N.Y., which includes one Air Wing Staff, 18 squadrons, two NAIRUs, two NARMUs and six WEPTUs.

NAS Willow Grove, Pa., which includes one Air Wing Staff, 15 squadrons, one NAIRU, two NARMUs and two WEPTUs.

NAS Dallas, Texas, which includes one Air Wing Staff, 13 squadrons, one NAIRU, one NARDIV, two NARMUs and three WEPTUs.

NAS Seattle, Wash., which includes one Air Wing Staff, 10 squadrons, one NAIRU, three NARMUs and two WEPTUs.

NARTU Alameda, Calif., which includes one Air Wing Staff, 19 squadrons, two NAIRUs, two NARMUs and five WEPTUs.

NARTU Andrews, NRF, Andrews AFB, Md., which includes one Air Wing Staff, 10 squadrons, two NAIRUs and seven WEPTUs.

NARTU Jacksonville, Fla., which includes one Air Wing Staff, 11 squadrons, one NAIRU and one WEPTU.

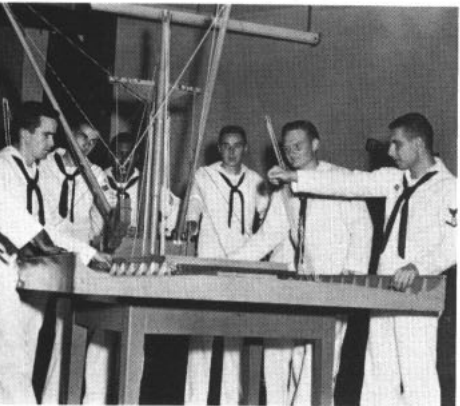
NARTU Lakehurst, N.J., which includes one Air Wing Staff, seven squadrons, one NAIRU, two NARMUs and two WEPTUs.

NARTU Memphis, Tenn., which includes one Air Wing Staff, seven squadrons and one NAIRU.

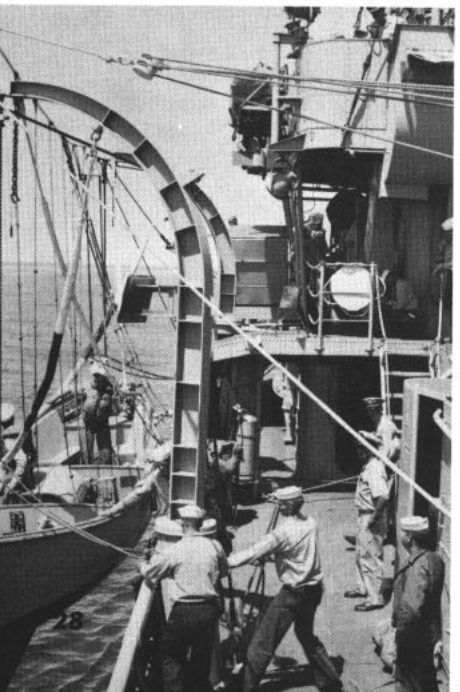
NARTU Norfolk, Va., which includes one Air Wing Staff, eight squadrons, one NAIRU, one NARMU and one WEPTU.



**AIR MINDED**—Naval Air Reserve consists of more than 26,000 officers and enlisted USNR Weekend Warriors.



**SHORE TO SEA** — Reservists learn cargo handling at training center. Below: NRs on cruise put training lessons to use during boat drill.



Ship's Supply Officer; Intelligence; Mobilization Team; Naval Security Group; Selective Service; Telecommunications Censorship; Transportation, Traffic and Terminal Management; a program for training Wave recruits; and so on.

Then there are the Specialist (nonpaid) programs. There are a score of these including Composite, Naval Reserve Officers Schools; Bureau of Ships; Chaplain Corps; Civil Engineer Corps; Communications; Dental; Intelligence; Law; Medical Corps; Merchant Marine; MSTs; Naval Material; Naval Research; Naval Security Group; Ordnance; Petroleum; Politico-Military

Affairs; Public Relations and Supply.

CNARESTRA administers the Weekend Warrior program which consists of more than 26,000 officers and enlisted Reservists. There are 18 Naval Air Reserve Stations and Training Units located throughout the country. These 18 activities support more than 40 Fleet-size squadrons in such diverse air operations as attack (VA), transport (VR), anti-submarine (VS), patrol (VP), fighter (VF) and helicopter (HS). The types of aircraft flown in the program range from modern supersonic jet fighters to the prop aircraft used in ASW squadrons.

## Here's a Roundup of Naval

Following is a list of training activities in the Surface Program, arranged geographically by naval district and state.

### First Naval District

**MAINE:** Naval Reserve Training Centers at Augusta, Bangor and South Portland.

**MASSACHUSETTS:** Naval Reserve Training Centers at Boston, Brockton, Fall River, Lowell, Lynn, New Bedford, Pittsfield, Salem and Quincy.

(NRTC Lowell will be consolidated with N&MCRTC Lawrence by June 1967.)

Naval and Marine Corps Reserve Training Centers at Lawrence, Springfield and Worcester.

**NEW HAMPSHIRE:** Naval Reserve Training Center at Portsmouth.

Naval and Marine Corps Reserve Training Center at Manchester.

**RHODE ISLAND:** Naval Reserve Training Centers at Newport, Pawtucket and Woonsocket.

(NRTC Newport will be consolidated with NRTC Fall River, Mass., and N&MCRTC Providence, by June 1966. NRTC Woonsocket will be consolidated with N&MCRTC Providence, by June 1967.)

Naval and Marine Corps Reserve Training Center at Providence.

**VERMONT:** Naval Reserve Training Center at Burlington.

### Third Naval District

**CONNECTICUT:** Naval Reserve Training Centers at Bridgeport, Cromwell, New London, Stamford and Waterbury.

(NRTC Cromwell will be consolidated with N&MCRTC Hartford by June 1966.)

Naval and Marine Corps Reserve Training Centers at Hartford and New Haven.

(NRTC New London will be inactivated by June 1966.)

**NEW JERSEY:** Naval Reserve Training Centers at Clifton, Elizabeth, Jersey City and Perth Amboy.

Naval and Marine Corps Reserve Training Center at Port Newark.

Naval Reserve Training Facilities at Colt's Neck and Sterling.

**NEW YORK:** Naval Reserve Training Centers at First Ave. and 52d St. and at the Naval Base in Brooklyn, and at Elmira, Freeport, Jamestown,

Liverpool, Newburgh, Oswego, Poughkeepsie, Rochester, Scotia, Staten Island, Troy, Utica, Watertown, Whitestone and Yonkers.

Naval and Marine Corps Reserve Training Centers at Albany, Binghamton, Bronx, Buffalo, Long Island and New Rochelle.

Naval Reserve Training Facilities at Auburn, Dunkirk, Glen Falls, Ithaca, Middletown, North Hornell, Ogdensburg and Youngstown.

### Fourth Naval District

**NEW JERSEY:** Naval Reserve Training Center at Atlantic City.

Naval and Marine Corps Reserve Training Centers at Camden and Trenton.

**OHIO:** Naval Reserve Training Centers at Hamilton, Lima, Portsmouth and Warren.

(NRTC Hamilton will be consolidated with N&MCRTC Cincinnati by June 1966 and NRTC Warren will be consolidated with N&MCRTC Youngstown by June 1966.)

Naval and Marine Corps Reserve Training Centers at Akron, Canton, Cincinnati, Cleveland, Columbus, Dayton, Lorain, Mansfield, Steubenville, Toledo and Youngstown.

Naval Reserve Training Facilities at Chillicothe and Zanesville.

**PENNSYLVANIA:** Naval Reserve Training Centers at Allentown, Bethlehem, Dunmore, Erie, Hazleton, Johnstown, Kingston, Lancaster, McKeesport, Delaware Ave. and Palmer Sts., and the Naval Base, Philadelphia, Pittsburgh, Williamsport and York.

(NRTC Bethlehem will be consolidated with NRTC Allentown by June 1970; a new Reserve center will be constructed between Allentown and Bethlehem. NRTC Kingston will be consolidated with NRTC Scranton by June 1967. NRTC York will be consolidated with N&MCRTC Harrisburg and NRTC Lancaster by June 1966.)

Naval and Marine Corps Reserve Training Centers at Altoona, Folsom, Harrisburg, Reading and Pittsburgh.

Naval Reserve Training Facilities at Curwensville and Natrona.

### Fifth Naval District

**KENTUCKY:** Naval Reserve Training Centers at Covington and Owensboro.

Naval and Marine Corps Reserve Training Centers at Lexington and Louisville.

Naval Reserve Training Facilities at Ashland, Danville and Paducah.

**L**ET'S TAKE a look at the real estate involved in the Naval Reserve program. (A subsequent article will deal with Reserve ships and aircraft.)

The 18 Reserve Air Stations and Training Units are pretty large affairs. NARTU Alameda, Calif., a good example, regularly trains some 3000 Weekend Warriors. There are three VS squadrons, seven VP squadrons, three VA squadrons, four VRs and two HS squadrons. In addition, there is one Naval Air Intelligence Reserve Unit (NAIRU), two Naval Air Reserve Maintenance Units (NARMUs), five BuWeps Training

Units (WEPTUs), and one Air Wing Staff.

The 452 Surface Program training activities include 167 Naval Reserve Training Centers (NRTCs), 133 Naval and Marine Corps Reserve Training Centers (N&MCRTCs), and 152 Naval Training Facilities (NRTFs).

Forty of these have been affected by the Department of Defense plan to cut back activities. Of the 40, 23 are to be consolidated with other activities or relocated, four are to be redesignated as—or reduced to—NRTFs, and 13 will be inactivated.

A typical Naval Reserve Training Center might be the one at Adelphi, Md., where you'll find lots of activity almost any evening or weekend. It is "home" to some 450 Reservists in Surface, Seabee, MSTs, NCSORG, and Naval Security Group divisions. There is no training ship at landlocked Adelphi, but there is a first-rate wheel house where the gear really works. There is a flag bag and signal hoist setup. And young salts learn how to make highline transfers and get the feel of riding in a bos'n's chair. Adelphi Reservists generally take their annual two-week cruises in ships of the active Fleet.

## Reserve Training Centers Across the Nation

**MARYLAND:** Naval Reserve Training Centers at Adelphi and Baltimore.

Naval and Marine Corps Reserve Training Center at Cumberland.

Naval Reserve Training Facility at Hagerstown.

**VIRGINIA:** Naval Reserve Training Centers at Alexandria, Augusta County, Lynchburg, Richmond and Roanoke.

Naval and Marine Corps Reserve Training Centers at Newport News and Little Creek.

Naval Reserve Training Facility at Charlottesville.

**WEST VIRGINIA:** Naval Reserve Training Centers at Huntington, South Charleston and Wheeling.

Naval Reserve Training Facilities at Fairmont and Parkersburg.

**DISTRICT OF COLUMBIA:** Naval and Marine Corps Reserve Training Center at Washington.

### Sixth Naval District

**ALABAMA:** Naval Reserve Training Centers at Gadsden, Huntsville and Sheffield.

Naval and Marine Corps Reserve Training Centers at Birmingham, Mobile and Montgomery.

Naval Reserve Training Facilities at Troy and Tuscaloosa.

**FLORIDA:** Naval Reserve Training Centers at Daytona Beach, Gainesville, Miami, Orlando, Pensacola, Riviera Beach, St. Petersburg and Tampa.

Naval and Marine Corps Reserve Training Center at Jacksonville.

Naval Reserve Training Facilities at Ocala, Sarasota, Tallahassee, Winter Haven and Melbourne.

**GEORGIA:** Naval Reserve Training Centers at Columbus and Macon.

Naval and Marine Corps Reserve Training Centers at Atlanta, Augusta and Savannah.

Naval Reserve Training Facilities at Athens and Dalton.

(NRTF Dalton will be inactivated by June 1966.)

**MISSISSIPPI:** Naval Reserve Training Center at Laurel. (This center will be redesignated a Naval Reserve Training Facility by July 1966.)

Naval and Marine Corps Reserve Training Centers at Gulfport and Jackson.

Naval Reserve Training Facilities at Greenville, Greenwood, Hattiesburg, McComb, Meridian, Natchez, Starkville and Vicksburg.

(NRTFs at Greenville, Greenwood, McComb and Meridian will be inactivated by June 1966.)

**NORTH CAROLINA:** Naval Reserve Training Centers at Asheville and Wilmington.

Naval and Marine Corps Reserve Training Centers at Charlotte, Durham, Greensboro, Raleigh and Winston Salem.

Naval Reserve Training Facilities at Shelby and Statesville.

**SOUTH CAROLINA:** Naval Reserve Training Centers at Charleston, Georgetown and Spartanburg.

(NRTC Georgetown will be reduced to a Naval Reserve Training Facility by June 1966.)

Naval and Marine Corps Reserve Training Centers at Columbia and Greenville.

Naval Reserve Training Facilities at Anderson, Florence, Greenwood and Rock Hill.

**TENNESSEE:** Naval Reserve Training Centers

at Kingsport, Memphis and Nashville.

Naval and Marine Corps Reserve Training Centers at Chattanooga and Knoxville.

Naval Reserve Training Facilities at Greenville, Jackson and Murfreesboro.

### Eighth Naval District

**ARKANSAS:** Naval Reserve Training Center at Fort Smith.

Naval and Marine Corps Reserve Training Center at Little Rock.

Naval Reserve Training Facilities at Camden, Clarksville, Eureka Springs, Fayetteville, Helena, Hot Springs and Pine Bluff.

NRTFs at Clarksville and Eureka Springs will be inactivated by June 1966.)

**LOUISIANA:** Naval Reserve Training Centers at Alexandria, Baton Rouge and Lake Charles.

Naval and Marine Corps Reserve Training Centers at Lafayette, New Orleans and Shreveport.

Naval Reserve Training Facilities at Bogalusa, Crowley, Houma, Monroe and Ruston.

(NRTFs at Bogalusa and Crowley will be inactivated by June 1966; NRTF Houma will be inactivated by June 1967.)

**OKLAHOMA:** Naval Reserve Training Centers at McAlester, Stillwater and Oklahoma City.

Naval and Marine Corps Reserve Training Centers at Norman and Tulsa.

Naval Reserve Training Facilities at Chickasha, Enid and Shawnee.

**TEXAS:** Naval Reserve Training Centers at Corpus Christi and San Angelo.

Naval and Marine Corps Reserve Training Centers at Abilene, Amarillo, Austin, Beaumont, Dallas, El Paso, Fort Worth, Galveston, Houston,

U.S. Naval Reserve Training Center, White Oak, Md.





ASHORE/AFLOAT school at Great Lakes aboard *Amherst* keeps NRs trained.

Lubbock, Port Arthur, San Antonio, Waco and Wichita Falls.

(N&MCRTC Beaumont will be relocated to a new N&MCRTC to be constructed between Beaumont and Port Arthur by June 1970.)

Naval Reserve Training Facilities at Bellville, Harlingen, Brownwood, Huntsville, Kingsville, Laredo, Lufkin, McAllen, New Braunfels, Midland, Paris, Sherman, Tyler and Victoria.

(NRTFs Bellville and Huntsville will be inactivated by June 1966.)

NEW MEXICO: Naval and Marine Corps Reserve Training Center at Albuquerque.

Naval Reserve Training Facilities at Carlsbad, Las Cruces and Santa Fe.

#### Ninth Naval District

COLORADO: Naval Reserve Training Center at Colorado Springs.

Naval and Marine Corps Reserve Training Centers at Denver and Pueblo.

Naval Reserve Training Facility at Boulder.

ILLINOIS: Naval Reserve Training Centers at Chicago, Aurora, Decatur, Evanston, Quincy and Springfield.

Naval and Marine Corps Reserve Training Centers at Danville, Forest Park, Moline, Peoria, Joliet and Rockford.

(N&MCRTC Moline will be consolidated with NRTC Davenport, Iowa, by June 1966.)

Naval Reserve Training Facilities at Alton, Galesburg, Urbana and Waukegan.

INDIANA: Naval Reserve Training Centers at Anderson, Indianapolis, Michigan City, Muncie and Terre Haute.

(NRTC Michigan City will be consolidated with N&MCRTC Gary by June 1967 and NRTC Muncie will be consolidated with NRTC Anderson by June 1967.)

Naval and Marine Corps Reserve Training Centers at Evansville, Fort Wayne, Gary and South Bend.

Naval Reserve Training Facility at Bloomington.

IOWA: Naval Reserve Training Centers at Burlington, Cedar Rapids, Davenport, Dubuque and Sioux City.

Naval and Marine Corps Reserve Training Centers at Des Moines and Waterloo.

Naval Reserve Training Facilities at Iowa City and Mason City.

KANSAS: Naval Reserve Training Centers at Hutchinson and Wichita.

Naval and Marine Corps Reserve Training Center at Topeka.

Naval Reserve Training Facilities at Arkansas City, Emporia, Independence, Manhattan and Parsons.

MICHIGAN: Naval Reserve Training Centers at Battle Creek, Bay City, Benton Harbor, Cadillac, Hancock, Jackson, Muskegon, Pontiac and Saginaw.

(NRTC Battle Creek will be consolidated with N&MCRTC Kalamazoo in a new center to be constructed by June 1970; NRTC Bay City will be consolidated with NRTF Saginaw by June 1967.)

Naval and Marine Corps Reserve Training Centers at Dearborn, Detroit, Flint, Grand Rapids, Kalamazoo and Lansing.

(N&MCRTC Detroit will be consolidated with N&MCRTC Dearborn by June 1968; new facilities will be available at Dearborn and Pontiac.)

Naval Reserve Training Facilities at Alpena and Port Huron.

MINNESOTA: Naval Reserve Training Centers at Duluth and St. Paul.

(NRTC St. Paul will be consolidated with N&MCRTC Minneapolis, where a new center will be constructed by June 1968.)

Naval and Marine Corps Reserve Training Center at Minneapolis.

Naval Reserve Training Facility at St. Cloud.

MISSOURI: Naval Reserve Training Centers at Cape Girardeau, Hannibal, Joplin and St. Joseph.

(NRTC Hannibal will be consolidated with NRTC Quincy, Ill., by June 1967.)

Naval and Marine Corps Reserve Training Centers at Kansas City, St. Louis and Springfield.

Naval Reserve Training Facility at Point Lookout.

NORTH DAKOTA: Naval Reserve Training Center at Fargo.

SOUTH DAKOTA: Naval Reserve Training Center at Sioux Falls.

WISCONSIN: Naval Reserve Training Centers at LaCrosse, Racine and Sheboygan.

Naval and Marine Corps Reserve Training Centers at Green Bay, Madison, Milwaukee and Oshkosh.

Naval Reserve Training Facilities at Appleton, Eau Claire, Janesville, Marshfield and Richland Center.

WYOMING: Naval Reserve Training Center at Cheyenne.

NEBRASKA: Naval and Marine Corps Reserve Training Centers at Lincoln and Omaha.

Naval Reserve Training Facility at Fremont.

#### Eleventh Naval District

CALIFORNIA: Naval Reserve Training Centers at Hawthorne, Huntington Park, Los Alamitos, North Hollywood, Pomona, San Diego, Santa Ana, Santa Barbara and Long Beach.

(NRTC Hawthorne will be consolidated with N&MCRTC Compton by June 1969; NRTC North Hollywood will be consolidated with N&MCRTC Santa Monica by June 1969.)

Naval and Marine Corps Reserve Training Centers at Bakersfield, Compton, Los Angeles, San Bernardino, Santa Monica and Pasadena.

Naval Reserve Training Facilities at Lancaster and Santa Maria.

ARIZONA: Naval and Marine Corps Reserve Training Centers at Phoenix and Tucson.

Naval Reserve Training Facilities at Douglas, Flagstaff and Miami.

NEVADA: Naval Reserve Training Center at Las Vegas.

Naval and Marine Corps Reserve Training Center at Reno.

#### Twelfth Naval District

CALIFORNIA: Naval Reserve Training Centers at Monterey, San Francisco, San Mateo, Santa Cruz, Stockton and Vallejo.

Naval and Marine Corps Reserve Training Centers at Alameda, Fresno, Sacramento, San Francisco and San Jose.

Naval Reserve Training Facilities at Auburn, Chico, Concord, Dinuba, Eureka, Hayward, Modesto, Palo Alto, Petaluma, Red Bluff, Redding, Redwood City, Richmond, San Luis Obispo, San Rafael, Santa Rosa, Tulare, Ukiah and Yuba City.

(NRTF Redwood City will be relocated at NRTC San Mateo by June 1966; NRTF Richmond will be relocated at N&MCRTC San Francisco by June 1966; and NRTF Tulare will be consolidated with NRTF Dinuba by June 1967.)

UTAH: Naval and Marine Corps Reserve Training Centers at Ogden and Salt Lake City.

Naval Reserve Training Facility at Provo.

#### Thirteenth Naval District

MONTANA: Naval Reserve Training Center at Butte.

Naval and Marine Corps Reserve Training Center at Billings.

Naval Reserve Training Facilities at Great Falls, Helena, Miles City and Fort Missoula.

WASHINGTON: Naval Reserve Training Centers at Aberdeen, Everett, Longview and Seattle.

(NRTC Aberdeen will be reduced to a Naval Reserve Training Facility by June 1966.)

Naval and Marine Corps Reserve Training Centers at Bellingham, Spokane and Tacoma.

(N&MCRTC Bellingham will be reduced to a Naval Reserve Training Facility by June 1966.)

Naval Reserve Training Facilities at Bremerton, Centralia, Clarkston, Olympia, Pasco, Port Angeles, Walla Walla, Wenatchee and Yakima.

IDAHO: Naval and Marine Corps Reserve Training Center at Boise.

Naval Reserve Training Facilities at Idaho Falls and Pocatello.

OREGON: Naval and Marine Corps Reserve Training Centers at Eugene, Portland and Salem.

Naval Reserve Training Facilities at Corvallis, Grants Pass, Klamath Falls, McMinnville, Medford, Coos Bay, Pendleton and Roseburg.

#### Fourteenth Naval District

HAWAII: Naval Reserve Training Center at Honolulu. Reserve Training Facility at Hilo.

## HERE AND THERE

### Reverse Osmosis

The Navy is taking a second look at one of its problems in operating mobile combat photographic intelligence units in the field. And this time it may have an answer.

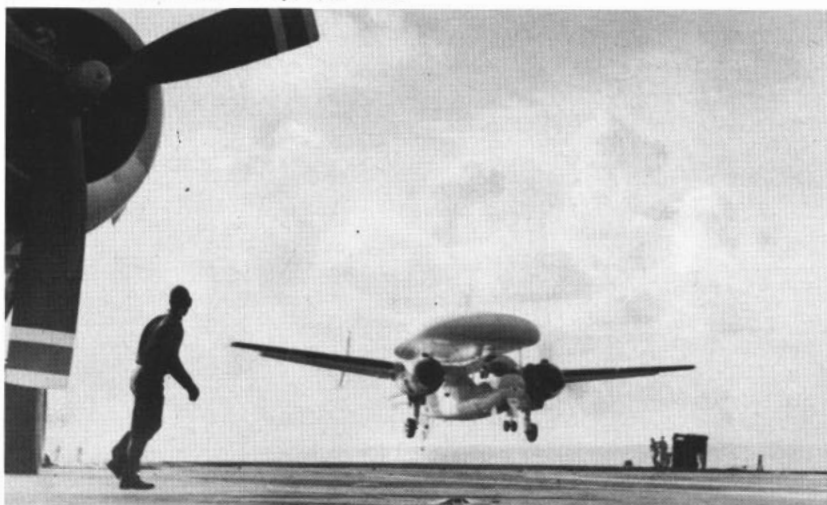
The problem is water—large quantities of it. One of these mobile photo units requires nearly four gallons of water per minute to wash photographic prints. At that rate, the unit's entire transportable water supply would be depleted in approximately one hour.

But there is a new unit now which holds promise of licking this problem—a reverse osmosis water purification unit.

A prototype has been built which is capable of purifying 6000 gallons per day. Early tests show that as much as 98 per cent of the wash water can be reclaimed with this unit each time the water is cycled. This



NUMBER 31—USS *Simon Bolivar* (SSBN 641) steams seaward during builder's trials. Submarine is 31st of type, carries A-3 *Polaris* missile system.



HERE COMES WILLY—Willy Fudd drops tail hook for carrier landing.

means that the initial 250 gallons will last several days before a re-supply is needed.

Basically, the reverse osmosis unit consists of a pressurized semipermeable membrane which allows the water to pass through, but rejects the contaminating chemicals.

The new unit has been delivered to the Naval Photographic Center in Washington, where it will be tested.

### Largest Oceanographic Ship

While on her shakedown cruise, USNS *Silas Bent* (AGS 26) stopped at Washington D. C., to let the inhabitants of the nation's capital take a look at the very latest in oceanographic equipment.

*Silas Bent* is the newest and largest

of the Navy's oceanographic ships. She is 285 feet long and displaces 2600 tons. Her equipment includes a prototype shipboard survey system which is the most sophisticated measuring and recording system in oceanography today. The system can record and compute oceanographic data in an immediately usable form while the vessel is underway or anchored on station.

*Silas Bent* has been operating in the area of the Bahamas for the past several weeks. After final acceptance by the Navy this year, she will be deployed on oceanographic, acoustic and geophysical surveys for the U. S. Naval Oceanographic Office. *Bent* is the fifth new ship to be assigned to the technical control of the Oceanographic Office in recent years.



SHOT-AT SHIP—USS *Atakapa* (ATF 149) steams toward home port of Norfolk after two months of towing targets for 25 ships of the line in the Caribbean.

# AVAILABLE *for* YOUR

Handsome, large size pictures in four colors, suitable for framing, have been made available to Navy and Marine Corps activities. As announced by the Chief, Bureau of Naval Weapons, these pictures are for bulkhead decoration, and are produced through the lithographic process. The Photographic Management Office selected the photographs from the files of the Naval Photographic Center. Through cooperation of the Navy Publication and Printing Service and the Naval Supply Depot, Philadelphia, they have been stocked in quantities sufficient for normal needs. Additional photographs will be added to the inventory as selections are made. Selections from the Marine Corps Library will be included, as will historical pictures and paintings. BuWeps Instruction 10700.6 announced the program.

HOW TO OBTAIN THEM: The pictures are stocked under the category of publications at the Naval Supply Depot Philadelphia, Pa.,



USS KING (DLG-10)  
0619-000-0000



USS KITTY HAWK (CVA-63)  
0619-000-0008

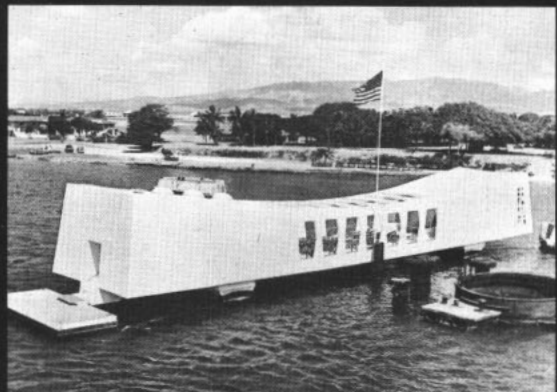
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0619-000-0010



U. S. MARINE CORPS MEMORIAL  
0619-000-0007

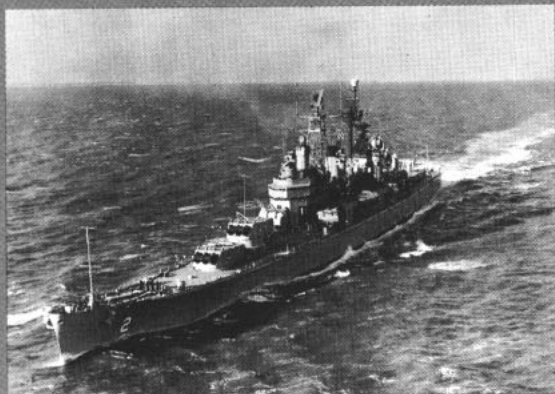
# BULKHEAD...

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USS HOOPER (DE-1026)

0619-000-0001



USS CANBERRA (CAG-2)

0619-000-0011



NUCLEAR TASK FORCE ONE

0619-000-0005



USS HOLMES COUNTY (LST-836)

0619-000-0004



U. S. MARINES IN BEACH ASSAULT

0619-000-0006



HSS-2 HELICOPTERS

0619-000-0003

# LETTERS TO THE EDITOR

## Assignment After Vietnam

SIR: Alnav 15, which requested volunteers for duty in Vietnam, stated that volunteers completing their tour in Vietnam will be given priority on their next choice of assignment.

I volunteered for this duty and apparently am on the waiting list. Since many of us at my present station are in the same category, would you clarify the above statement, especially as it pertains to personnel not on Seavey? We are curious.—D. R. R., YN2, USN.

• The statement to which you refer reads as follows: "Personnel completing tours in Vietnam will be given priority on choice of duty in the next assignment for which they are eligible."

The tour of duty in Vietnam is 12 months, and is served unaccompanied by dependents. It counts as sea time.

If, at the end of this tour, an individual is eligible for orders to shore duty on Seavey, the priority of choice would apply to his transfer ashore. Likewise, if he is not eligible for shore duty, the priority of choice pertains to his next Fleet assignment.

Please note that Alnav 15 states that "priority will be given on choice of duty in the next assignment for which (they are) eligible". This is spelled out in more detail in BuPers Notice 1306 of 27 Sep 1965.

This does not mean, of course, that everyone will get exactly what he wants. First, there must be billets available. It's a good idea, as always in rotation matters, to make requests as broad as possible.

This section is open to unofficial communications from within the naval service on matters of general interest. However, it is not intended to conflict in any way with Navy Regulations regarding the forwarding of official mail through channels, nor is it to substitute for the policy of obtaining information from local commands in all possible instances. Do not send postage or return envelopes. Sign full name and address. Address letter to Editor, ALL HANDS, Room 1809, Bureau of Naval Personnel, Navy Dept., Washington, D.C. 20370.

And don't confuse priority with eligibility.—ED.

## Missing-in-Action Pay

SIR: Concerning the record of emergency data (page 2 of the service record), a Navyman may elect to give his beneficiaries up to 80 per cent of his pay if he is missing in action. What happens to the other 20 per cent?—B.G.H., PN1, USN.

• If an individual is listed as missing in action, it's because the Navy feels he might return. The 20 per cent (or more, if he elects to give his beneficiaries less than 80 per cent) is held in trust so, if he does return, he'll be solvent.

In the meantime, the 20 per cent adds up. If he is later declared dead, this fund is classified as unpaid pay and given to the beneficiary listed elsewhere on his record of emergency data.

Incidentally, page 2 of the service record will be revised in the near future to remove the 80 per cent limitation on the amount of pay that may be allotted to beneficiaries.—ED.

## Giving Credit Where Due

SIR: Your article "Calling New Orleans 366-2311," in the December issue was most interesting. As the Service Information Officer here at the New Orleans Naval Air Station, I can appreciate all the work involved in compiling the stories from all the various Navy activities in the New Orleans area.

It is only human nature that each activity would want the most coverage. But more than that, they want accurate coverage. Unfortunately, this was not the case with your story.

As the senior helo pilot aboard the station, I wish to report that NAS New Orleans copters and their crews were involved up to here for three days with rescue operations. Station personnel were appalled to read that part of your story in which you gave credit to the Pensacola choppers for rescuing the 885 persons who were actually rescued by NAS New Orleans helicopter crews. And if that wasn't enough, the article stated "some Naval Air Station New Orleans' helos also helped with the rescue operations."

The Pensacola helos are, of course, an excellent group. But they were not involved in one human-type rescue.

In this case, we feel that we have been victims of erroneous reporting. J. T. Katz, CDR, USNR.

• To put it plainly, ALL HANDS was in error, and we have no one but ourselves to blame. Perhaps sorting through all those reports was just too much. Whatever the reason, we do apologize for not giving you and your outfit credit for an outstanding job.—ED.

## Awards from Other Services

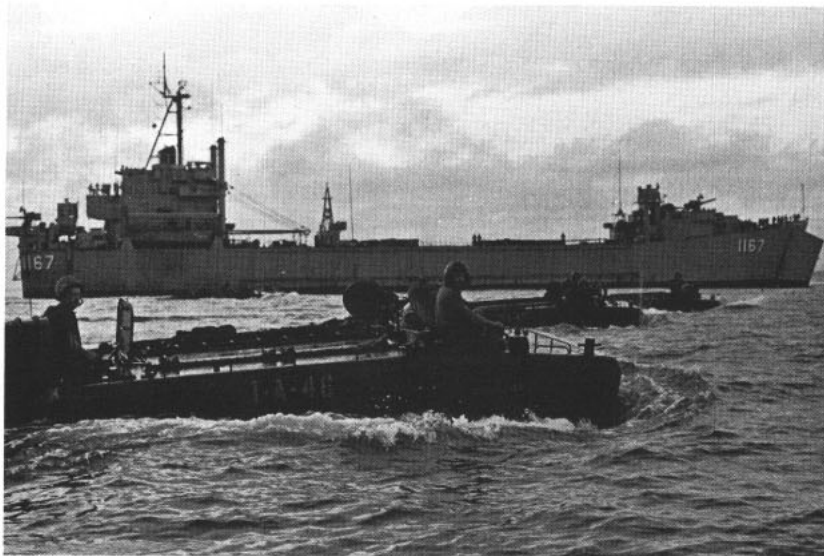
SIR: Before enlisting in the Navy I served with the Air Force, during which time I earned several awards. They include: aircrewman's wings, Good Conduct Medal (second award with two loops), the Air Force Longevity Ribbon, the National Defense Ribbon, the Armed Forces Expeditionary Medal (with star for Vietnam and Berlin crises) and the Air Force Outstanding Unit Award.

May I wear the ribbons, medals and insignia on my Navy uniform?

In addition, does my service in the Reserves and the Air Force count toward Navy gold service stripes?—B.H. P., AZ2, USN.

• Yes, you may wear the ribbons and medals, but no, you may not wear the aircrewman's wings, nor may you count your Reserve and Air Force service toward gold service stripes.

FIRST WAVE of LVT-8s goes ashore from landing ship during Fleet operation.



In regard to the medals and awards, your answer is in chapter 10 of "U. S. Navy Uniform Regulations" (NavPers 15665). According to "Uniform Regs" medals, awards and service ribbons earned while serving in a different branch of the military may be worn on the Navy uniform in most cases. (Exceptions, in this instance, concern your Air Force Longevity Award and Air Force Outstanding Unit Award. They may not be worn when large medals are prescribed.)

When you wear your Air Force ribbons and medals, each one should be arranged on the uniform to follow the comparable Navy award.

Qualification insignia of another service, on the other hand, may not be worn on the Navy uniform. The reasoning is simple. Were you an ex-Navy submariner serving in the Air Force, you'd look rather out of place wearing your dolphins.

As for the second question, gold hashmarks may be earned only through active Navy service. Time in any service, however, must be reflected in your standard service stripes (red or black). After serving 12 years on active Navy duty with good conduct, all your service stripes will be changed to gold.—ED.

#### You're Not Required, But . . .

SIR: Back in the September 1965 issue you said men seeking advancement are not required to complete the latest revisions of their advancement courses; that it is sufficient if they did the courses at any time in their careers. You say, in other words, a first class who took the PO1 and C course 10 years ago does not have to complete a new course before going up for chief now.

That doesn't make a whole lot of sense.

Advancement exams are based on the most recent material available. If a Navyman doesn't know what's in the latest books he's simply not going to be advanced. I don't believe I'm far wrong in saying approximately 80 per cent of all those failing advancement examinations have not completed a course for several years. These are also the people who scream loudest when required to complete a new course.

Why should they be permitted to participate in an examination for which they are not prepared? I recommend that men going up for advancement be required to complete the latest revisions of their courses.—R. D. R., YNC, USN.

● We disagree, chief. There are two important factors you've overlooked. One is a matter of logistics, the other of logic.

Shipments of new courses do not reach all Fleet units simultaneously. It is not uncommon for distribution to take as long as six months. Consequently, if your recommendation were accepted, many Navymen (particularly those in



RETIREMENT of A-1 Polaris missile was marked when USS Abraham Lincoln (SSBN 602) entered yard for overhaul and conversion to A-3 Polaris missile.

very remote units) would not receive their courses in time to complete them before the examination. These men would lose their chance for advancement by default.

Now for the second point:

You quote us (and we sense a note of scorn here) as saying that men are not "required" to complete the latest revision of their advancement courses.

You quote us correctly to the extent that there is no Navy-wide regulation which stipulates a man must do so. However, you then put words in our typewriter to the effect that "a first class who took the PO1 and Chief course 10 years ago does not have to complete a new course before going up for chief now."

He doesn't, but he'd better.

The operative word here is "required." It's true, the man who wants to be advanced to chief (or any other rate) is not "required" to complete those revised courses introduced since he last completed his training course.

It seems to us, however, that such a man would not meet the standards the Navy expects of a petty officer. A petty officer, as we are sure you know, is ex-

pected to assume personal responsibility. He expects to be assigned duties requiring initiative and leadership. He himself has a strong sense of motivation.

He is also intelligent. Again, it seems to us he would not be displaying that intelligence if he were not prepared to—eager to—keep up with the requirements of his rate by becoming thoroughly familiar with new developments.

As you say, if he doesn't do so, he's not going to make the exam because there are too many others who are smart enough voluntarily and willingly to take the most recent courses. Perhaps we have the wrong picture of this, but it seems to us that training courses exist to help a man advance in his rate. If he doesn't want to advance enough to accept all the help offered him, he just isn't going to advance.

One further small point: No additional action on the part of the Bureau is required. A Navyman may not advance without the recommendation of his commanding officer. It is the CO's privilege as well as his responsibility to deny this recommendation in cases where the man is not qualified to perform the duties of the next rate.—ED.

**BEST OF TYPE**—Representing all ratings in MCB-11, personnel stand at attention during "Best of Type" presentation with battalion's commanding officer.



## Ship Reunions

News of reunions of ships and organizations will be carried in this column from time to time. In planning a reunion, best results will be obtained by notifying the Editor, ALL HANDS Magazine, Room 1809, Bureau of Naval Personnel, Navy Department, Washington, D. C. 20370, four months in advance.

• **uss Benner (DD 807)**—A reunion has been scheduled for 6 August. For details write to Louis Blejer, 20 Ridge Drive, Westbury, N.Y. 11590.

• **uss Elmore (APA 42)**—A reunion will be held in Cleveland, Ohio, on 29, 30 and 31 July. Write to Robert H. Zirwes, 4879 Columbia Rd., Apt #7, North Olmsted, Ohio, 44070.

• **uss New Orleans (CA 32)**—A reunion will be held 21-24 June at the Villa Capri Motel, Austin, Texas. For details, write to S. F. Wallace, P. O. Box 990, Kingsville, Texas. 78363.

• **uss North Carolina (BB 55)**—The annual reunion will be held 30 June and 1 and 2 July on board ship at Wilmington, N. C. For further information, write to C. H. Paty, Jr.,

2013 Midwood Pl., Charlotte, N. C.

• **uss Oklahoma (BB 37)**—A reunion will be held 29 and 30 April and 1 May at the Warwick Hotel, Philadelphia, Pa. Information is available from Edmond H. Lutz, 673 Lindley Rd., Glenside, Pa. 19038.

• **uss Reid (DD 369)**—A second reunion is being planned. For details, write to Robert T. Sneed, 1537 North 59th St., Milwaukee, Wis. 53208.

• **uss Richard W. Suesens (DE 342)**—A reunion is being planned for some time in June. Write to Cal Krause, 422 South Dewey Ave., Jefferson, Wis. 53549.

• **uss Whitehurst (DE 634)**—A reunion for those who served on board during the Korean conflict is being planned. Write to R. E. Kemper, 4727 Knights Ave., Tampa, Fla. 33611.

• **uss LCS(L) 48**—A reunion is being planned for June 1967 in Billings, Mont. Those who served on board in 1944 and 1945 may write to D. O. Martin, 122 Arden Ave., Billings, Mont.

• **Air Group Sixty (WW II)**—Members who served on board **uss Suwannee (CVE 27)** from October

1943 to November 1944 have scheduled a reunion for New York City 16-18 June. **Suwannee** crew members are invited. For more information, write to William B. Garlitz, AOC, USNR, 1008 Brookside Dr., Fairmont, W. Va.

• **Destroyer Squadron 48**—The 18th annual reunion is planned for the first weekend in August at the New Sheraton Hotel, Boston, Mass., for squadron members and those who served in the following ships: **uss Walker (DD 517)**, **uss Hale (DD 642)**, **uss Stembel (DD 644)**, **uss Abbot (DD 629)**, **uss Erben (DD 631)**, **uss Bullard (DD 660)**, **uss Kidd (DD 661)**, **uss Black (DD 666)**, and **uss Chauncey (DD 667)**. For more information, write to Harold F. Monning, 310 East 8th St., Kewanee, Ill. 61442.

• **uss Solace (AH 5)**—The 25th reunion for those who served from commissioning to the end of World War II has been scheduled for 12-14 August in New Haven, Conn. For details, write to William J. Dornfeld, 83 Tyler St., East Haven, Conn.

## PME School Graduates

SIR: Scuttlebutt has it that a precision measuring equipment rating is being established, and it will be filled with graduates from PME school. There is also a rumor PME graduates may soon be granted P-3 pay.

How about it? —W. L. H., ETN3, USN.

• *We don't know your friend the butter-cutter, but he'd do better handing out spuds than information. There is no truth in either rumor.*

*The precision measuring equipment specialty will remain NEC code ET-1591. And if you know a PME specialist drawing pro pay, he's receiving it because he's an ET. NEC ET-1591 is not among those designated for pro pay.* —Ed.

## Aircrewman Wings

SIR: I understand there have been some changes in the regulations concerning aircrewman insignia. Perhaps you could clarify the situation.

In the first place, are aircrewmen now authorized to wear their wings even when they are not assigned to flying billets? Is there a right arm designator for enlisted aircrewmen and, if so, when may it be worn?

Some enlisted aircrewmen here in Vietnam have qualified for Air Medals, so we're also beginning to wonder if combat air crew wings may be issued and, if so, what the qualifications will be.—H. H. M. AMH1, USN.

• *Yes, the regulations have changed.*

**ON THE WAY**—Nuclear powered **USS Enterprise (CVAN 65)** and **USS Bainbridge (DLGN 25)** pass carrier **USS Independence (CVA 62)** en route to duty with Seventh Fleet. **Independence** was en route to Norfolk from deployment.



Navymen who are qualified as aircrewmen may wear their wings regardless of their billets—in most cases. The wings may not be worn if the aircrewman no longer volunteers for flight duty, or if he lacks the minimum proficiency qualifications. If he has been disqualified for medical reasons, he may wear wings. And, of course, if he qualifies but is simply not in a flying billet, he may wear his aircrewman insignia.

There is a right arm designator, officially called the Aircrewman Distinguishing Mark. It is worn by Navymen who are enrolled in an approved training course for designation as aircrewmen.

As for combat aircrewman wings, they have not been authorized since World War II, and there are no plans to authorize them now.—Ed.

### Correct Title

SIR: When preparing a NavPers 2769, I have wondered if the person being promoted to the grade of temporary Lieutenant (jg) should be addressed in the form as LTJG or Ensign.

I know that all promotions issued by BuPers are addressed to the officer using the rank to which he is being promoted so it would seem to follow that the same would be employed on temporary promotion to LTJG.

The general practice in the Fleet, however, seems to be to address a man being promoted to LTJG as Ensign on the NavPers 2769. Which is correct?—W. H. C., YNC, USN.

• Inasmuch as the man to whom the NavPers 2769 is being sent actually is a lieutenant, junior grade, he should be addressed as such. This appointment is automatic for ensigns who qualify for promotion but there is a



POLE-TO-POLE flag is lowered at Byrd Station, 600 miles from South Pole. Flag previously flew at Isachsen Station, 600 miles from the North Pole.

technical sequence of events which take place as follows: A period of time has elapsed and the President makes a temporary appointment promoting an ensign to the grade of lieutenant junior grade. NavPers 2769 is the vehicle used by the appointee's commanding officer to inform the new JG of the President's action.—Ed.


### Thus Are Traditions Founded

SIR: Can you tell us something about the origin and significance of the special insignia to be found on the bow of a submarine rescue vessel. The symbol consists of a red-bordered white rectangle with—I think—a black fish in the middle.—J. E. L., LTJG, USN.

• You're right; the black object is a fish. This silhouette on a field of white enclosed in a red rectangular body was once the submarine warning flag.

It was formerly made of metal and was affixed to the periscope of a submarine while running submerged. Later, ships in company with a submerged submarine would fly a cloth flag of the same design. Still later, escort ships for submarines such as torpedo boat destroyers flew the flag to warn away surface shipping.

This escort duty was subsequently taken up by the submarine rescue ship and the flag, no longer flown in later years, evolved into the special bow insignia which continued the tradition into the modern Navy.—Ed.




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Brief news items about other branches of the armed services.

A REORGANIZATION of the North American Air Defense Command (NORAD) and its component commands will take place next month. The realignment is being made because of the changing emphasis of the major threat to North America from manned bombers to ballistic missiles plus the over-all improvements made in the air defense weapons control system.

The NORAD reorganization coincides with the acquisition of an improved back-up interceptor control (BUIC) system. This is a dispersed, automated weapon control system which, coupled with the semi-automatic ground environment (SAGE) system, increases the flexibility of manned bomber defenses. It gives greater assurance that there would still be sufficient air defense after a ballistic missile attack to counter effectively a manned bomber threat.

In the organizational change, the six numbered NORAD Regions are being realigned into four geographically designated regions. The Alaskan NORAD Region with headquarters at Elmendorf AFB and the Northern NORAD Region with headquarters at North Bay, Ontario, Canada, are being retained while the city-named NORAD sectors are being redesignated as numbered divisions.

Hamilton Air Force Base, Calif., will serve as headquarters for the Western NORAD Region. This region will encompass the area and forces of the 28th NORAD Region at Hamilton and the 25th Region at McChord Air Force Base, Wash.

The 25th NORAD Region, the Reno NORAD Sector at Stead AFB, Nevada, and the Los Angeles Sector at Norton AFB, Calif., will be inactivated and the SAGE facilities associated with these units will be phased out. Their control functions are being transferred to the

SAGE facility at Hamilton AFB and the new BUIC facilities.

The Western NORAD Region will consist of the 25th NORAD Division (formerly the Seattle NORAD Sector) and the 26th NORAD Division (which was formerly the Portland NORAD Sector). The 26th Division will also include the Reno Sector.

The Phoenix NORAD Sector is being redesignated the 27th NORAD Division and will encompass the area and forces of the former Los Angeles Sector.

The Richards-Gebaur Air Force Base in Missouri will be home for the newly established Central NORAD Region which replaces the 29th Region and encompasses the area of the 30th NORAD Region.

The central NORAD Region will include the Great Falls NORAD Sector (redesignated the 28th NORAD Division), the Duluth NORAD Sector (redesignated the 29th Division), the Sioux Sector (redesignated the 30th NORAD Division) and the Chicago Sector (redesignated the 20th NORAD Division).

The Southern NORAD Region will be headquartered at Gunter AFB, Ala., to replace the 32nd NORAD Region. It will be composed of the 32nd and 31st NORAD Divisions which were formerly designated the Montgomery and Oklahoma City NORAD Sectors respectively.

The Eastern NORAD Region will have Stewart Air Force Base, N.Y., for its headquarters and will replace the 26th NORAD Region. It will include the 33rd, 34th, 35th and 21st NORAD Divisions which were formerly the Washington, Detroit, Boston and New York NORAD Sectors.

The Bangor, Goose, Ottawa and Hudson Bay Sectors of the Northern NORAD Region will be redesignated the 36th, 37th, 41st and 42nd NORAD Divisions, respectively.

The U. S. Air Force Air Defense Command (ADC) will parallel the NORAD structure by establishing four numbered air forces to replace the numbered ADC air divisions and will redesignate the geographically named ADC sectors as numbered air divisions. This move will make the Air Defense Command consistent with the

TREETOP DELIVERY is object of jungle canopy platform tested by Army in Hawaii. Steel mesh nets are criss-crossed on treetops to hold loading platform at vertex.



structure of other USAF major air commands such as TAC and SAC.

The U. S. Army Air Defense Command (ARADCOM) will also realign its boundaries effective the first of April as part of the reorganization of NORAD. The number of regional commands will be reduced from five to four and new geographical areas of responsibility will be established for three of the new regions. Two regional headquarters will also be moved. The newly designated areas of responsibility will conform to the boundaries of the NORAD regions within the United States.

The headquarters of the new 1st ARADCOM Region will, for the time being, remain at Fort Totten, N.Y., and the present boundaries will be retained. During fiscal year 1967, however, this headquarters probably will move to Stewart Air Force Base, N.Y., to locate it with the headquarters of the Eastern NORAD Region.

Headquarters of the 6th ARADCOM Region will also remain stationary at Fort Baker, Calif., but the region's area will be increased to include the 7th ARADCOM Region (which is being discontinued) at McChord AFB, Wash.

The headquarters of the 2nd ARADCOM Region will remain at the Richards-Gebaur Air Force Base, Mo., but the regional boundaries of the reconfigured second region will coincide with those of the Central NORAD Region.

Headquarters of the 5th ARADCOM Region will move temporarily to Maxwell AFB, Ala. Eventually, however, this headquarters will be located at Gunter AFB, Ala. The boundaries of the reconfigured 5th Region will coincide with those of the Southern NORAD Region.

★ ★ ★

AIR TRAFFIC in both passengers and cargo to and from the Pacific area reached an all-time high during the first six months of fiscal year 1966 (July through December 1965). Preliminary figures indicated that Military Airlift Command (MAC) traffic had increased 56 per cent in cargo tons and 99 per cent in passengers over the final six months of the previous fiscal year, reflecting the growing airlift support of the Vietnam buildup.

The use of commercial planes to airlift supplies and personnel to the Pacific area is also increasing. On a monthly average, commercial airlines are carrying 28 per cent more cargo and 55 per cent more passengers than they did last year.

Aeromedical evacuation is also playing an important role in the Vietnam support. *Starlifter* C-141 jets carrying cargo to the Orient are adapted for litter patients in the Philippines for the return trip. A total of 7785 patients have been returned from the Pacific area since January.

Statistics showed 566,670 passengers and 106,478 tons of cargo were carried during the first six months of FY 1966 on both inbound and outbound scheduled and special flights.

★ ★ ★

THE AIR FORCE has streamlined its photographic activity. What had formerly been the Air Photographic and Charting Service has become, under the single



DRAWING BOARD model of Air Force FB-111 jet bomber carries 50 750-lb. bombs under wings and internally.

manager concept, the Aerospace Audio Visual Service.

The new Service employs the services of some 3200 people around the world and their efforts focus on a score of photographic operations.

These include, for example, photographing air combat activities and missile launches from Vandenberg AFB, Calif., production of all Air Force training and orientation films, management of all film services obtained by the Air Force from commercial sources, operation of a worldwide film distribution system and photography for the Defense Atomic Support Agency and the Atomic Energy Commission.

In the future, the new organization also may enable air-mobile photo teams equipped with processing equipment to be airlifted with advance troops into the heart of an international crisis. This would enable force commanders to see quickly processed film, thereby enabling them to evaluate the effectiveness of the air operations.

The new audio-visual service is also planning future mobile video coverage of important events and use of the video tapes for television news programs as well as for permanent documentation of events.

LIT UP—Flares dropped from Air Force C-123s light up Saigon at night when Viet Cong are spotted near city. Each flare gives off more than one million candlepower.



# THE WORD

## Frank, Authentic Career Information Of Special Interest—Straight from Headquarters

• **HOUSEHOLD GOODS** — Since 14 Jul 1965, *Joint Travel Regulations* have authorized Navy men who are transferred under PCS orders to some ships or afloat staffs to move their dependents and household effects at government expense to a place designated by the member.

To qualify, the ships or staffs to which the members were transferred had to be designated as operating in an overseas area for an expected continuous period of one year or more.

These regulations were amended as of 23 Sep 1965 to include not only Navy men who were transferred after 14 July, but also to include the dependents and household effects of Navy men who were already attached to designated ships or staffs.

The amendment also entitles men who make a permanent change of station transfer from these ships or staffs to move their dependents and household goods to their next station at government expense.

PCS orders for Navy men going to or transferring from ships or staffs which qualify should contain a statement to the effect that the ship or staff to which the member is being transferred is listed in OpNavInst 4600.16 of 27 Aug 1965.

This instruction gives the names of ships and staffs designated by CNO, under authority from the Secretary of the Navy, which will be operating in overseas areas for a period of at least one year. If the member's orders do not contain this statement, they can be checked against the list when dependents' travel is being substantiated in accordance with paragraph 7101-3 of

### *Navy Travel Instructions.*

Navy men who were already on board when their ship or staff was designated by CNO can have their claim for dependents' travel and transportation of household goods substantiated by a certificate from their commanding officer. This is also true of Navy dependents' travel and transportation of household goods after ships and staffs are no longer on CNO's list of designated ships and staffs.

### • **COMMUTED RATIONS CHANGE**

—A new schedule of commuted, field, hospital and leave rations became effective the first of the year. The value is now established at \$1.10 for CONUS activities and \$1.14 for afloat and overseas activities which include Hawaii and Alaska. Navy men who are assigned to a ship and drawing commuted rations in CONUS are entitled to the \$1.10 rate rather than the afloat rate.

Enlisted men on authorized leave also receive the \$1.10 rate unless they are assigned to sea or overseas duty in which case they are entitled to the \$1.14 rate when on leave in an overseas area.

Here is a breakdown of commuted rations for CONUS: Breakfast—25 cents, dinner . . . 45 cents, and supper . . . 40 cents. In overseas areas, the breakdown is 24 cents for breakfast, 50 cents for dinner and 40 cents for supper.

Supplemental subsistence allowance for CONUS is prorated with 32 cents for breakfast, 55 cents allowed for dinner and 60 cents for supper.

Those in overseas areas are allowed 33 cents for breakfast with 50 cents for dinner and 60 cents for supper.

The basic rates for Navy children's meals (provided the children are 12 years of age or under) remain unchanged.

• **FORM TO END FORMS** — The Administrative Office of the Navy Department wants constructive criticism from the Fleet concerning the reports and forms required by the Department.

Toward that end the Administrative Office has set up a form to end all forms—or at least to end the unnecessary and overcomplicated ones. This streamlining device is the *Form/Report Improvement Recommendation*, NAVSO 5213/2 (Rev. 6-65). Initially designed for use in the 1965 Comprehensive Review of Reports and Forms, it provides a simplified means for ships and stations to recommend shortcuts through the paperwork required by various sources within the Department of the Navy.

All naval activities are encouraged to use NAVSO 5213/2 at any time to recommend improvements. The form may be obtained from the Navy Supply System on order number 0104 904-0910. A filled-in specimen copy may be found on the back of AO Instruction 5213.30, issued to all ships and stations on 15 Dec 1965.

• **FLIGHT TRAINING**—Now is an ideal time for eligible junior officers to apply for Navy flight training. Applications are particularly desired from officers commissioned after 1 Dec 1963.

Vacancies exist in the officer flight training class convening 27 March through 29 May 1966. Candidates who meet the eligibility requirements and are selected will be ordered to U. S. Naval Air Station, Pensa-



JUST ABOUT EVERYONE wants ALL HANDS Magazine—but remember, only one copy to ten men, so pass it on!



"Tenshun on deck!"

cola, Fla., for five weeks of pre-flight training.

The next eight months are spent in primary and basic flight training, mastering cross-country, formation, night and instrument flying. About four months are required for advanced flight training in combat type aircraft. A choice is given, when possible, between flying multi-engine patrol, helicopter or carrier type aircraft.

Successful completion of this intensive training leads to Navy wings and designation as a naval aviator.

General requirements for acceptance into the flight training program are:

- Applicant must be less than 26 years of age at time of application.
- Must be physically qualified.
- Must have successfully completed a minimum of four semesters of undergraduate work or its equivalent at an accredited college or university.

Applications should be submitted as soon as possible. Complete information concerning qualifications and application procedures may be found in BuPers Inst. 1520.20C.

• **CARTOON CONTEST**—The 11th All-Navy Comic Cartoon Contest is underway, and ALL HANDS Magazine extends its annual invitation to Navy cartoonists. This year's contest, as in the past, is open to all active duty Navy personnel and their dependents.

Entries must be in black ink on 8- by 10½-inch white paper or illustration board. They must be gag or situation cartoons in good taste, suitable for general use and have a Navy theme or background.

Contestants may enter as many cartoons as they wish, provided the following information and statements are securely attached directly to the back of each entry: The name of the originator; his rate or grade; service/file number; his duty station; the

name of his hometown newspaper(s); his command recreation fund administrator; and a brief statement certifying that the cartoon is original.

The following statement must also be included: "All claims to the attached entry are waived, and I understand the Department of the Navy may use as desired." This should be signed by the contestant.

Beneath this statement should be written "forwarded" with the signature of the contestant's commanding officer or his designated representative.

Entries from dependents of active duty Navymen should bear this statement:

"I am a dependent of \_\_\_\_\_, rate/grade, etc."

Deadline for submitting the entries is 1 Jul 1966.

BuPers Notice 1700 of 27 Jan 1966 has the details.

• **COMBAT INSIGNIA** — Eligible Navymen can now wear the Fleet Marine Force Combat Operations Insignia on the suspension ribbon and ribbon bar of the Armed Forces Expeditionary Medal and the Vietnam Service Medal. This applies to Navymen now attached to Fleet Marine Force units participating in combat operations, or those who have been in similar combat status since 1 Jul 1958.

The insignia is a bronze replica of the official Marine Corps emblem. Only one can be worn on each ribbon or medal for which wearing is authorized.

Navymen currently attached to or operating with a Marine Corps unit which has been or is currently engaged in actual combat action should have a service record entry made to show they are eligible to wear the insignia.

Likewise, both active and inactive duty Navymen who are eligible to wear the insignia should offer evidence of eligibility and make application for authorization to wear it. Active duty men who were previously attached to Marine Corps units should consult their personnel officer. Inactive duty men should request authorization from the Chief of Naval Personnel, and include the name of the Marine unit to which attached and dates of action.

Information on how to obtain insignia will be published as soon as it is available. PuPers Notice 1950 of 21 Dec 1965 has further details.

## QUIZ AWEIGH

The Nation's capital is the Navy's headquarters. In or near Washington, D. C. are many people and offices which determine and administer Navy policy, among them the Secretary of the Navy, the Chief of Naval Operations and the various bureaus.

How much do you know about your headquarters organization?

1. All six of the Navy's bureaus are located in the Washington area. Name them.



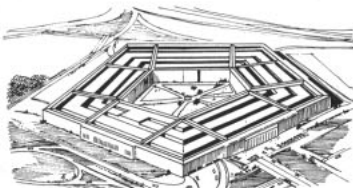
2. In 1959 the Bureau of Aeronautics merged with another Navy bureau to form the:

- (a) Bureau of Yards and Docks
- (b) Bureau of Naval Weapons.
- (c) Bureau of Ships.



3. With which bureau did BuAer merge?

4. The Secretary of the Navy is appointed by the President. Before he can



take the post, however, the appointment must be approved by:

- (a) The U. S. Senate.
- (b) The U.S. House of Representatives.
- (c) Neither of the above.



5. The first Navyman to serve as chairman of the World War II Joint Chiefs of Staff was:

6. During World War II BuPers was named the Bureau of Naval Personnel. Before that time, it was the:

- (a) Bureau of Navigation.
- (b) Bureau of Ships.
- (c) Neither of the above.

Answers to Quiz Aweigh may be found on page 46.

# THE BULLETIN BOARD

## Variable Reenlistment Bonus Proves to Be Gold Mine for Many

**T**HE VARIABLE REENLISTMENT bonus has been in effect since 1 Jan 1966. And since that date, photos have been appearing regularly in the local press of smiling Navymen posing with sizeable stacks of greenbacks as they sign up for another hitch. If you are in one of 25 ratings, here's how you may be eligible to join this group.

Basically, the VRB is an additional bonus paid to personnel in ratings which have a critical shortage of career personnel. This means that qualified personnel on their first reenlistment can collect at least twice what normally they would receive (up to five times the normal amount for certain ratings).

This flexible additional pay incentive will, it is hoped, alleviate the present critical shortage of career personnel in these ratings. As shortages either increase or decrease, the variable reenlistment bonus also is subject to change. In other words, those ratings currently eligible for VRB may not be eligible six months or one year from now.

To be eligible to receive the variable reenlistment bonus, you must meet ALL the following requirements:

- You must be eligible to reenlist and eligible for your first reenlistment bonus.
- You must reenlist or extend in the Regular Navy for a period which, when combined with your previous active service, totals at least six years. (Reservists enlisting in the Regular Navy may be eligible provided their enlistment makes them eligible for their first reenlistment bonus.)
- You must be at least E-3, and your rating must be designated as a VRB eligible rating (see list below).
- If you were separated from active duty, you must reenlist within three months of the date you were released from active duty.
- You must have completed at least 24 months of continuous active service before you extend your enlistment or you are released from active duty.
- And you must be qualified and

serving in the rating on which the bonus is based. (Depending upon the needs of the service, exceptions may be made by the Secretary of the Navy concerning Navymen qualified but not serving in the eligible skill.)

If you decide you want to convert to a rating which is eligible for the VRB, you may do so under certain circumstances. You won't, however collect any VRB, unless your conversion is complete before your extension of enlistment becomes effective.

(If you must reenlist before conversion—for example, under the SCORE program—you will not be eligible for VRB.)

Currently there are 25 ratings eligible for the variable reenlistment bonus. All have been placed in one of four groups, each of which is assigned a multiple (one, two, three or four). By multiplying this number by your normal reenlistment bonus, you have your VRB value. This value, plus your normal reenlistment bonus will be the amount you receive. And in some cases, this could come to over \$7500.

For example, let's say that a sonar technician second class with over three years of active duty decides to reenlist for six years. Since his base pay is \$250.50 per month, his normal reenlistment bonus would be \$1503. The ST rating has a VRB multiple

of four which means our man's VRB value is \$6012. This, in turn, would make his total reenlistment bonus \$7515, plus anything else to which he is entitled (unused leave, travel allowance to home of record, etc.).

Needless to say, you could, at income tax time, find yourself with quite a burden if you received this entire amount in one lump payment. However, this will not be the case. You will receive the bonus in annual installments, the first of which will be paid on your reenlistment date. Subsequent installments will be paid on each anniversary of your reenlistment.

The VRB is taxed at the same rate and under the same conditions as the normal reenlistment bonus. However, each annual installment will be taxed in the year in which paid.

If you want to receive your variable reenlistment bonus in fewer annual installments, you may. But this will be the case only in special meritorious cases. And since each request must be handled separately and is subject to approval by the Secretary of the Navy, you would do well to start the ball rolling about three months in advance of the date you plan to reenlist.

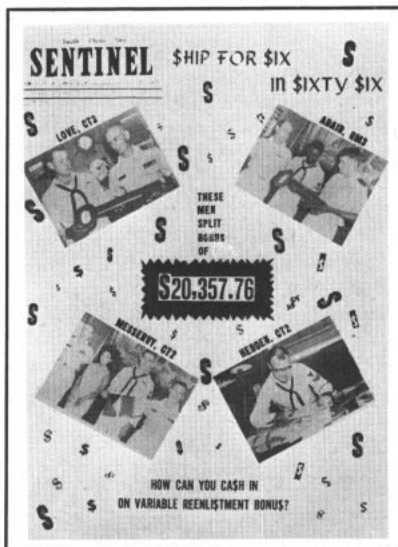
You should submit your request via your commanding officer to the Chief of Naval Personnel stating your reason why you want the VRB paid in fewer installments.

Don't feel, however, that you must decide three months before you reenlist if you want your VRB in fewer installments. You don't have to make your request until the day you raise your right hand. If you do wait, however, don't expect any money until several weeks after your reenlistment.

Here's another point you might consider: Since the variable reenlistment bonus is not a substitute for proficiency pay, you may be eligible to receive both. Check with your personnel officer to see if you can qualify for pro pay.

Details on the variable reenlistment bonus may be found in BuPers Inst. 1133.18.

The following is a list of the rat-



ings currently eligible for the variable reenlistment bonus and their VRB multiple:

#### Rating

Photographic Intelligenceman (PT)	4
Sonar Technician (ST)	4
Electronics Technician (ET)	3
Communications Technician (CT)	3
Fire Control Technician (FT)	3
Data Systems Technician (DS)	3
Radarman (RD)	3
Aviation Fire Control Technician (AQ)	3
Aviation Antisubmarine Warfare Technician (AX)	3
Machine Accountant (MA)	2
Interior Communications Electrician (IC)	2
Aviation Electronics Technician (AT)	2
Boilerman (BT)	2
Radioman (RM)	2
Torpedoman's Mate (TM)	1
Electricians Mate (EM)	1
Missile Technician (MT)	1
Machinist's Mate (MM)	1
Opticalman (OM)	1
Engineman (EN)	1
Signalman (SM)	1
Gunner's Mate Technician (GMT)	1
Quartermaster (QM)	1
Engineering Aid (EA)	1
Hospital Corpsman (HM) (Operating Room Technician, NEC 8483, only.)	1

### Historical Foundation Grant Makes Naval Papers Available In Library of Congress Files

The Naval Historical Foundation has authorized a grant of \$40,500 to enable the Library of Congress' Manuscript Division to organize definitively the unpublished manuscripts and personal papers of the Foundation and to prepare descriptive guides to facilitate their use by scholars. The program will cover a three-year period.

The Naval Historical Foundation began to deposit its large collection of manuscripts in the Library of Congress in 1949. The collection was begun in 1926.

The Foundation's purpose is to foster the study of U. S. naval and maritime history from original sources and to increase popular interest in U. S. naval history.

The collection, which includes approximately 300,000 manuscripts, consists primarily of private files of naval officers, including personal correspondence, journals of cruises, files of orders and papers, and addresses on various naval subjects.

The documents span the entire his-

tory of the U. S. Navy, beginning with the papers of Commodore Thomas Truxtun. Among the documents are the papers of Admirals Stephen B. Luce, William F. Fullam, Hilary P. Jones and David E. Sellers; of Captain Washington I. Chambers; and of Commodores R. W. Shufeldt and Dudley Knox.

RADM John W. McElroy, USNR (Ret), is in charge of organizing the Foundation's collection.

### E-7s Need Only Three Years In Rate to be Eligible for May Exams for Advancement

The Navy-wide examinations for advancement to pay grades E-8 and E-9 will be held on Tuesday, 24 May this year.

Because of a change in the examination center's computer system, commands no longer need order E-8 and E-9 exams for active duty personnel except those in the CT rating. Henceforth, the examinations will be distributed automatically to all eligible personnel on active duty. Examinations for Navymen in the CT rating will be ordered in the usual way from the Director, Navy Security Group, in accordance with NavSecGru Inst. 2573.4 (series).

A candidate's eligibility will be determined by his length of service and time in rate as established from information supplied by the Naval Manpower Information System. However, in order that proper distribution of the examinations may be made, commanding officers should insure the correctness of in-

formation contained in BuPers Report 1080-14 and submit corrections by diary entry, if necessary.

Although most examinations will be distributed automatically, commanding officers still have the prerogative and duty of recommending eligible individuals for advancement in rating. This recommendation is necessary before a Navyman can take the exam.

There has been a change in the time in rate necessary to be eligible for advancement to E-8. The rules now require the candidate to have been in pay grade E-7 for only 36 months, instead of 48 months as in the past.

The *BuPers Manual* provisions regarding minimum total service of 11 years, eight of which must be enlisted, however, are still in effect. The terminal eligibility date for advancement to both pay grades E-8 and E-9 is 16 Jan 1967.

In view of the early date for the E-8 and E-9 exams, mandatory correspondence courses need not be completed until 1 Jul 1966. Evidence of satisfactory completion of the courses must be in the candidate's duplicate service record before the meeting (in September 1966) of the board which selects senior and master chief petty officers.

Candidates for both pay grades should check NavPers 18068B (*Manual of Qualifications for Advancement in Rating*) for the revised qualifications for advancement which are effective with this examination series.

Navymen who have been selected for advancement to warrant officer or commissioned status are ineligible to compete for advancement to senior or master chief petty officer unless they intend to reject the warrant or commission.

Those who are selected for warrant or commissioned status who do not accept appointment, should inform the Chief of Naval Personnel of this fact before participating in the May exam. Otherwise the results of their examination may be invalidated.

Requests for substitute exams must be received at the U. S. Naval Examining Center no later than 15 June.

Full details concerning the examinations can be found in BuPers Notice 1418 of 8 Dec 1965.

#### All-Navy Cartoon Contest Charley Wise, HMC, USN



"I do hope the baked beans and chipped beef will be as good as you get on the ship."

## A Report on Cost-of-Living, Rental and Lodging Allowances

UNITED STATES NAVYMEN and members of their families are among the most widely traveled persons in the world. It is indeed a rare Navy family which has not lived in several of the 50 United States and many have spent at least one tour in a foreign country or one of the U. S. territories outside the continental limits.

Inasmuch as overseas life is such an integral part of Navy life, it is helpful for a Navyman to know the basic facts concerning three overseas allowances designed to keep his family's finances while overseas on a par with those of Navy men stationed at home.

Every Navy family knows that, even within continental United States, the purchasing power of the dollar varies from city to city. Such variable conditions also exist from country to country throughout the world.

When commanding officers at overseas locations ascertain that the Navyman's dollar no longer provides the same living conditions which the men in their command might expect to enjoy back home, probably their first reaction is to request an increase in the station's temporary lodging, rental and/or cost of living allowances to alleviate the financial pressure.

Frequently the increase is quickly granted to the evident satisfaction of everyone at the post.

Sometimes, however, the increase is rejected, leaving everyone correspondingly dejected. The result is usually a deep-throated grumbling which is caused by misconceptions concerning the nature of the allowances and their mechanics. Mostly, however, resentment centers on whoever it is in Washington that determines the amount of the allowances in the first place.

ALL HANDS has gathered together some facts concerning the temporary lodging, rental and cost of living allowances. This roundup is not intended to act as a substitute for the *Joint Travel Regulations* which provide the official word and all the details on the subject. It will, however, bring out several salient points which seem to have been overlooked.

THE OFFICE IN WASHINGTON which decides (among other things) the amount of temporary lodging, hous-

ing and cost-of-living allowances paid to all military men overseas is actually a committee—the Per Diem, Travel and Transportation Allowance Committee, which has members representing the U. S. Army, Navy and Air Force as well as the Marine Corps, Coast Guard, Public Health Service and the Environmental Science Service Administration. The chairmanship of the committee rotates every six months between the Army, Navy and Air Force.

A decision concerning overseas allowances made by this committee becomes the official word and, although it may sometimes seem arbitrary to overseas Navy men, the committee's actions are based upon firm information and arrived at through sound statistical procedures.

Congress has provided that the Department of Defense may authorize per diem considering all elements of the cost-of-living to members of the services. As a result of this authorization, you may be paid, while ashore overseas, whatever temporary lodging allowance, rental allowance and cost-of-living allowance is prescribed for your station.

These allowances are not intended to provide an extraordinary standard of living for your rank or rate; they are paid to help you maintain, insofar as is practical, the standard of living which you would have in the United States and to prevent your suffering undue financial hardship as the result of living costs due to a foreign assignment. Let's examine the specific purposes of the allowances one at a time.

When you arrive at your overseas

post, the chances are your household goods will not have preceded you. It is also highly probable that it will be a while before you find a house you like.

This situation usually means that you and your family must live in a hotel or pension and eat in a restaurant until you are ready to settle down in permanent housekeeping quarters.

The Navy pays you a temporary lodging allowance to help you meet these extraordinary expenses without going into debt. It pays the allowances both when you arrive in a new country and when you break up your household preparatory to leaving your post.

When you and your family have established yourselves in housekeeping quarters, you begin receiving a rental allowance in many areas which, when combined with your BAQ, substantially covers the cost of housing.

At some stations where the cost of living exceeds that in the United States, you will receive a cost-of-living allowance which the Navy pays you to help ease the money gap sometimes encountered overseas and to help you to live as well as you would if you were stationed in your own country.

These are simple explanations of the purposes of overseas allowances. Now let's examine the mechanics which determine the amount to be paid.

### Temporary Lodging Allowance

As mentioned before, any Navyman upon arrival at an overseas post and immediately before leaving one, will probably find it necessary to live for a time in a hotel. In addition to a hotel bill, which in itself is enough to put wrinkles in his purse, he must take his family to a restaurant for food. Needless to say, this could be disastrous to a family budget were it not for a temporary lodging allowance.

Sometimes Navy families short-circuit the rules by finding accommodations with housekeeping arrangements and don't find it necessary to use restaurant facilities. If this situation becomes widespread, you can bet your bottom dollar the allow-

All-Navy Cartoon Contest  
William R. Maul, CTCA, USN



"I like your way of thinking, Morrison."

ance will be reduced.

This allowance, like others of its kind, is subject to frequent and thorough audit. When the allowance ceases to serve the purpose for which it is intended, it is canceled or changed. Any Navyman who collects the allowance but who does not live under the conditions for which it is paid, is liable to find himself refunding payments.

Another word to the wise, concerning the payment of lodging allowances. Navyman will sometimes find they must remain in a hotel after their allowance authorization expires. Under certain conditions and with proper justification, the temporary lodging allowance can be extended to cover additional time in hotels. It cannot, however, be extended retroactively. If you find you cannot leave your temporary lodgings within the specified time, you should request an extension of the allowance before it expires.

After you have arrived at your overseas post and have had an opportunity to look around, however, you should be able to find housekeeping quarters for your family before your temporary lodging allowance expires.

### Housing Allowance

You will then find that there are a number of expenses connected to moving into foreign housing which you won't find at home. Foreign housing, for example, frequently requires transformers to convert the local current to the type which your electrical appliances can digest.

You may even have to install electrical fixtures and provide other amenities which you would take for granted in the United States but which come under the heading of extras in many parts of the world.

As might be imagined these extras combined with such items as painting, minor repairs and frequently a host of other details, require a considerable outlay of money at the beginning of your tour. Restoring the house to the condition required by your lease may also require the expenditure of some cash when you leave.

Your housing allowance is paid to you on a monthly basis on the assumption that you will budget the expenditure of your allowance to cover these extraordinary expenses.

### All-Navy Cartoon Contest Charley Wise, HMCS, USN



"You really have adjusted well to college life."

The expectation that your housing allowance will cover the expenses incident to establishing or disestablishing your household at a foreign post as well as cover a portion of your actual month-to-month rental frequently gives rise to misunderstandings and doubts concerning the adequacy of the allowance.

The housing allowance is to be used with your BAQ to cover your initial expenses and your terminal expenses incident to housekeeping as well as your monthly rent.

It is intended to include, in addition to your monthly rental, the cost of heat, repairs, electricity and any other costs incidental to maintaining a household.

Frequently, at a foreign station, there will be much in evidence the Navy family who has gone native and lives in the equivalent of a thatched hut on the beach, in quarters which would be considered sub-



I understand some of these instructors have been here quite a while.

standard in the United States and may even be considered on a pretty low plane in the country in which our Navyman is resident. These people bring down the averages on which the allowance is based.

At the other extreme, is the family that has not budgeted its allowance to cover initial and terminal expenses nor has it taken into consideration that the allowance is supposed to cover the cost of utilities and other housekeeping costs. They have blown the entire allowance on rent and live according to a standard which they would consider much above their income in the United States, not to mention that of their host country.

The rental allowance is computed on a standard in between these two extremes. Its purpose is to give the Navyman the same level of housing he could reasonably expect to enjoy if he lived within the United States—no more, no less.

### Cost-of-Living Allowance

Some Navyman draw posts at which the cost of living is sky-high. If they were left to fend for themselves, they would find themselves hungry indeed. Fortunately, however, the Navy has provided a cost-of-living allowance to cover this contingency.

The purpose of the allowance, as mentioned earlier, is to enable Navyman in high-cost posts to maintain the same standards of living they would have if they were stationed in the United States.

The allowance is based upon the cost of living throughout the United States as reported by the Labor Department. These statistics are combined with such factors affecting military life as the PX and the commissary.

When you are living in a foreign country, you may be dismayed by the rise in local prices at your post and know your commanding officer has asked Washington for relief in the form of an increase in the cost-of-living allowances for all military personnel at your post.

Frequently, the stations are given an increase in their cost-of-living allowance when local prices move upward. There are times, however, when an increase in prices abroad coincides with a rise in prices at home. In some instances, the rise

in the prices of beans and hamburger in the United States exceeds that at the overseas station which requested an increase in its cost-of-living allowance.

In such a case, the station might have its request for an increased cost-of-living allowance denied. It might even have its allowance cut. The reason, of course, is that a serviceman living in the States would suffer a decrease in his standard of living because of the rise in local prices. Inasmuch as the standard of living abroad is based upon the standard of living at home, it must, of necessity, go down overseas, too.

## How It Is Determined

The cost of local items as reported to Washington is determined by each of the military services represented at a given post in cooperation with the State Department. The determination of costs involves two considerations: The relationship of prices at a given post to prices paid by military personnel in the United States and the expenditure pattern characteristic of Americans at the foreign post.

A retail price schedule is the major source of price information abroad and some of the information regarding expenditure patterns. Items affecting the cost of living at your post are supposed to be represented in this schedule. An identical schedule for the United States is prepared by the Per Diem Committee. This gives the committee a yardstick for comparing the cost of living at home with the cost of living at your post.

All goods and services, of course, are not sampled. The items selected are representative of a large group of related consumer expenditures and each article is considered to be a valid indicator of the price level of the commodity group it represents. Furthermore, the articles selected are usually available throughout the world so that a standardized method of measuring costs throughout the world can be had.

In this report, the actual prices paid by you and your fellow Navy-men appear, taking into consideration such factors as exchange controls, sales taxes, price control enforcement and other items.

When this report is received in Washington, it is first converted into United States currency and weights. This is done by using the rate of ex-

## QUIZ AWEIGH ANSWERS

(Quiz Aweigh may be found on page 41)

1. Bureau of Medicine and Surgery; Bureau of Naval Weapons; Bureau of Ships; Bureau of Supplies and Accounts; Bureau of Yards and Docks; Bureau of Naval Personnel.
2. (b) Bureau of Naval Weapons.
3. Bureau of Ordnance.
4. (a) The U. S. Senate.
5. Fleet Admiral W. D. Leahy.
6. (a) Bureau of Navigation.

change you yourself use. A representative local market price is determined for each item and the prices are combined with the post's own estimate regarding the amount of purchases at each source of supply.

Since individuals have varying purchasing habits, it is necessary to make some assumptions regarding the source of supply which will be fair for the largest number of people, although the assumption may not actually be representative of the habits of any one person or family. The average which is sought is the average cost to all American military personnel for each item selected for pricing at your particular post.

There are, of course, other factors for, as every Navyman knows, he does not buy and use the same things overseas that he buys at home. The basic weighting factors are modified for each foreign post to take into account this difference in expenditure patterns.

Climatic and health conditions and local culture affect the mode of expenditures. In tropical climates, for example, lighter and fewer clothes are needed. On the other hand, those that are required are liable to wear

out faster because of the deteriorating effect the climate has on them.

More servants are necessary in the orient than in northern Europe—all these special conditions are taken into account as all tend to raise the cost of living to a higher level than would be the case if expenditure patterns at home prevailed.

Every available fact is used to determine as scientifically as possible the foreign expenditure patterns necessary for you to maintain a manner of living similar to that which you would have at home.

It might be well to mention here that military personnel in foreign countries fare better with regard to the cost-of-living allowance than civilians whose allowances are determined by the State Department. The reason lies in the fact that the State Department uses the cost of living in Washington, D. C. (where most of its home force is stationed) as a basis of computation. Inasmuch as the nation's capital is a comparatively expensive place in which to live and the cost of living there is not mitigated for State Department employees by such things as commissaries or post exchanges, it requires a reasonably high cost of living overseas to even warrant a cost-of-living allowance for civilian personnel.

The committee regulating overseas allowances does its best to give all military personnel a fair shake but inevitably someone gains and somebody else loses. In the long run, however, such gains and losses usually average out. For example, a family who arrived in a country in January and leased a house when rental prices were rising, might be paying the January rate for rent although the committee raised the allowance the following March to reflect the rising cost.

The reverse is also true. A family could lease a house during a period of falling prices and be paying the high January price after the rental allowance is lowered in March to reflect the falling market. The secret of success, as mentioned before, is to budget your gains to offset your losses when and if they come.

There are a few things which your command and you, as an individual, can do to help maintain overseas allowances at a fair level for all. The first is to keep records of your expenditures so you will have an accurate index concerning money spent.

All-Navy Cartoon Contest  
William R. Maul, CTC, USN



"Penny for your thoughts."

When you are asked to make a report concerning your expenditures for rental and items affecting your cost of living allowance, take special pains to make the report accurate and submit it on time.

This advice might also apply to commands as well as to individuals. Obviously, reports not received by the committee cannot be considered in adjusting allowance rates. Commands having unusual problems concerning costs of certain items should certainly report them. They may be peculiar to that particular command and merit some special adjustment of the allowance.

Every command, of course, knows that the U. S. Embassy submits its own reports concerning rental and living costs at foreign posts to the Department of State in Washington. The State Department sets up its own allowances for its civilian foreign service personnel.

Military commands should certainly work closely with the embassy for it is quite conceivable and even probable, in many instances, that military men serving in a given country would have different sources of supply than embassy personnel. Their problems and percentage of usage concerning various items might also be different.

Commands should report the rate of exchange which is representative of their expenditures, but it is not necessary to make the conversion from local to United States currency when making their report. Doing so simply causes confusion and unnecessary work.

The most important thing for a command to remember is simply to make its reports and make them accurately and make them on time. Without reports, the Per Diem Travel and Transportation Allowance Committee can do nothing to alleviate hardships which might have been caused by rising costs. If special reports are required, by all means make them. In emergency cases, adjustments in cost of living, temporary lodging and rental allowances can be made in a matter of a few days in Washington.

All too frequently, commands procrastinate in making their reports in the belief that the committee can make an allowance retroactive to a certain date. This is not true. Allowances, under the law, cannot be retroactive. Therefore, any losses

caused by delayed reports cannot be recouped.

The Per Diem, Travel and Transportation Allowance Committee has the interests of every overseas serviceman at heart and is anxious to see that he receives the compensation he should have to maintain a standard of living equal to the standard he would enjoy at home.

The committee is also concerned that the taxpayer (and you are one) also receives a square deal and that allowances are not authorized when they are not deserved.

Allowances are constantly reviewed and even the allowance structure is examined with a critical eye to see that it performs its function.

Navymen can do themselves a good turn by keeping in mind the purposes and the mechanics of their overseas allowances and budgeting the money they receive on a monthly basis to cover extraordinary expenses as they occur.

## Newest Bainbridge School To Train MA Students

The Machine Accountant Class A School, which opened in January at the Naval Training Center, Bainbridge, Md., will help meet the Navy's growing requirements for qualified machine accountants.

The school, designed to train Navymen to qualify for accounting, data processing and supply billets, will supplement the more informal courses conducted by the PAMIs and by NAVCOSSACT.

All-Navy Cartoon Contest  
Charley Wise, HMCS, USN



"But, Sir, everybody says the white uniform looks much better on me."

The new school has available a wide range of electronic data processing equipment, including card punches, verifiers, sorters, accounting machines, reproducing punches, interpreters and collators.

The school's 12-week curriculum includes training in the operation of the various machines, plus principles of electronic processing and fundamentals of electronic accounting machines. The students will also learn to wire the machines to do a variety of jobs.

The school will eventually have a staff of 11 resident instructors and a student body of about 120 strikers. Classes of 20 students will convene every two weeks. To qualify, applicants must have a combined GCT/ARI score of at least 110, and must have 24 months of obligated service in addition to an interest in machine accounting.

Quota control is maintained by the Commanding Officer, Enlisted Personnel Distribution Office, Bainbridge, Md. Requests from Fleet activities for MA Class "A" School quotas should be forwarded to EPDOCONUS via the appropriate Fleet EPDO.

## New Correspondence Courses Available for Study

Seven correspondence courses have been revised, and are now available through the Naval Correspondence Course Center, Scotia, N. Y. 12302. Of the seven revised courses, six are enlisted and one is officer. The seven are:

- ECC Sonar Technician 1 and C (Confidential - Modified Handling Authorized), NavPers 91265-A, supersedes NavPers 91265.
- ECC Aviation Boatswain's Mate F 3 and 2, NavPers 91679-B, supersedes NavPers 91679-A.
- ECC Engineman 1 and C, NavPers 91521-E, supersedes NavPers 91521-D.
- ECC Shipfitter 3 and 2, NavPers 91535-1B, supersedes NavPers 91535-1A.
- ECC Dental Technician General 1 and C, NavPers 91682-1B, supersedes NavPers 91682-1A.
- ECC Machinery Repairman 1 and C, NavPers 91509-2, supersedes NavPers 91509-1A.
- OCC Air Navigation, Part II, NavPers 10960-A, supersedes NavPers 10960-1.

# Airlines Now Check Your Baggage Space-wise, Not Weight-wise

**R**ECENT CHANGES in baggage regulations by domestic airlines will affect all Navymen traveling by these carriers, whether the travel is in connection with leave, TAD or PCS orders. The new regulations allow for increased baggage allowances. However, in many cases they change the standards previously used for determining a traveler's baggage allowance.

Some airlines are now adopting "dimensional" standards to replace weight standards for baggage. In effect, this permits the passenger to carry a specified number of pieces of baggage, each not to exceed a specified size. Weight is not a factor.

While the new regulations liberalize weight allowances for domestic passengers, they remain strict about charges for excess baggage which does not comply with the standards. By familiarizing yourself with the new rules you might avoid some expensive and frustrating experiences at airline check-in counters.

For example, one airline which has switched to the dimensional standard now allows a 62-55-45 baggage allowance. These figures represent, in order, the dimensional limits of two separate pieces of luggage that may be checked, plus the combined measurements of cabin baggage, which must be stowed under the seat.

The dimensional limit is the combined *length, width and height* measurements.

The entry 62-55-45 means:

- One checked bag, not exceeding 62 in.
- A second checked bag, not exceeding 55 in.
- One or more pieces of cabin baggage, the combined measurements not exceeding 45 in.

There are several extreme situations which may develop if you report for a flight without having checked your baggage status with the particular airline you are utilizing. If your airline uses the 62-55-45 formula, for example, a single piece of baggage exceeding 62 inches is excess baggage even though no other baggage is checked. (An exception to this is a duffel or seabag, which military personnel may check in lieu of the normal two pieces of checked baggage.)

In another instance, three pieces

of checked baggage may constitute one piece of excess baggage even though all sizes are within prescribed dimensions.

Furthermore, two checked pieces, both exceeding the middle-size dimension, amount to one excess piece, even though both are under the prescribed dimensions for the large piece.

Charges for excess baggage, using the dimensional scale, run from two to six dollars.

Some domestic airlines are retaining the weight standards for free baggage, but allow less weight for military personnel traveling on TAD orders than for those traveling incident to PCS.

Other airlines have adopted a combination of standards, encompassing both the new dimensional limits as well as weight limits.

If you are traveling on government

## Airline Baggage Allowance Chart

Following is a summary of free baggage allowances by major U. S. domestic air carriers, as of 1 Nov 1965. Locate the code number beside each airline on the key below for current allowance. See further explanation of the recent baggage allowance changes in the accompanying article.

Carrier	Code	Carrier	Code
Allegheny	2	Northeast	5
American	1	Northwest	1
Braniff	1	Ozark	2
Central	2	Pacific	1
Continental	1	Piedmont	2
Delta	1	Southern	2
Eastern	4	Trans-Texas	2
Frontier	1	Trans World	1
Lake Central	3	United	1
Mohawk	2	West Coast	2
National	1	Western	6
N. Central	2		

### Key:

1. 62-55-45
2. 50 lbs TAD; 66 lbs PCS
3. 62-55-45 TAD; 66 lbs PCS
4. 62-55-36 (Third piece(s) exceeding 36 inches but less than 45 inches may be checked without excess charge.)
5. 62-55-63 (Third piece(s) exceeding 36 inches but less than 45 inches may be checked without excess charge.)
6. 62-55-40

### Note:

The entry 62-55-45 means: One checked bag, not exceeding 62 in., a second checked bag, not exceeding 55 in., plus one or more pieces of cabin baggage (must be stowed under seat), the combined measurements of which do not exceed 45 inches. The dimensional limit is the combined length, width and height.

orders and using a TR, you will be especially concerned with the baggage allowance standards used by the airline you will be traveling on. If there is a need or justification for carrying excess baggage, your travel section will require a description of your luggage in terms of the standards used by the airline.

The accompanying chart shows a summary of free baggage allowance by domestic air carriers as of 1 Nov 1965. Further details on this subject are contained in BuPers Notice 4630 of 22 Dec 1965. Additional information can be obtained by consulting your local travel section.

## Opportunity for Commissions In Medical Service Corps Available Through NEDEP

A new program has been inaugurated to provide Navymen who qualify a college education and a commission in the Medical Service Corps. The program is called NEDEP (for Navy Enlisted Dietetic Education Program) and leads to a baccalaureate degree in medical dietetics and an appointment to the grade of Ensign, Medical Service Corps, USNR, 2305.

First consideration will be given to candidates whom a selection board considers to have the greatest ability to succeed and pursue creditably a career as a Medical Service Corps officer.

The length of the course will depend upon the previous college work of the individual concerned and training will be given at a college or university designated by the Chief, Bureau of Medicine and Surgery.

The purpose of the program is to obtain for the Navy trained dietitians who have an understanding and skill in the application of the principles of good nutrition.

To be eligible, an applicant must be a United States citizen. Both men and women are eligible if they have not reached 24 years of age by 1 July of the year in which their application is submitted. However, a one-year waiver will be granted for each year of fully transferable college credits.

Persons entering the program must have had one year of active duty and must be serving on active duty in any pay grade as of 1 July of the

year they apply. TARs who are eligible may also apply.

Marital status of men is not considered. Women must be unmarried when they enter the program but may marry after being accepted into the program. Those who are accepted, however, must agree not to request discharge because of their marriage either while they are in the program or during their obligated duty after graduation, and must meet current regulations concerning dependent children.

Applicants must be high school graduates with a minimum of 32 completed semester credits or 48 quarter credits of college with a grade average of at least C plus. The college work must include:

English	Nine quarters or six semester hours
Chemistry	10 quarter credits or six semester hours
Mathematics	Five quarter credits or three semester hours
Biology	Five quarter credits or three semester hours.

Applicants must have a minimum combined GCT/ARI score of 118 and be able to meet the physical standards for original appointment as a Medical Service Corps officer.

All qualified NEDEP candidates who are chosen by the selection board will be those who are considered to be best qualified for high level college performance and eventual careers in the Medical Corps as officers of the regular Navy.

Those accepted will be discharged for the convenience of the government before detachment from their duty stations and reenlisted in the Regular Navy for six years in the pay grade and rating held at the time of discharge.

A candidate who had reenlisted for six years within the past two years, however, will be permitted to extend his current enlistment for one or two years in order to acquire the necessary six years of obligated service.

NEDEP students will remain in an enlisted status while attending the university or college to which they are assigned and they will be eligible for advancement in rating during their academic career.

When a Navyman enters a university as a NEDEP student, he will be authorized normal leave during academic holidays and his three years of study will be counted as a tour of shore duty.

All students will be given an

#### All-Navy Cartoon Contest William R. Maul, CTCA, USN



"Hey, hey, anchors aweigh, Mate! Here we go, seeking adventure on the high seas . . . Yeal . . . Here we go tars . . . Oh, gads I'm excited"

annual medical examination as a check on their fitness for eventual appointment to commissioned grade in the Medical Service Corps. Those who lose their physical qualification will be disenrolled from the program to complete the enlistment they are serving.

NEDEP scholars will receive the base pay and basic allowance for quarters and subsistence of their pay grade unless an agency affiliated with the school the student attends provides quarters and subsistence in kind.

Eighty dollars of the annual cost of textbooks will be refunded to students who claim reimbursement. The Navy will pay tuition charges and student fees directly to the school.

Travel incident to the school's cur-

#### Security Film Available

The Chief of Naval Operations has released for distribution a 20-minute film entitled *RPS Custodian*, aimed at calling attention to the pitfalls of security violations and compromises of registered publications. The film is unclassified, animated and in color. It is designed to improve operating efficiency and security in the handling of registered publications.

The film can be obtained from training aids libraries through normal channels and from the various issuing offices of the RPS. The subject is of extreme importance to everyone who handles registered publications.

riculum will be made at the student's expense. However, TAD orders will be issued whenever NEDEP students are required to be absent from school in connection with official duties.

Civilian clothing will normally be worn to class and uniforms will otherwise be worn at the discretion of the students' commanding officer. Purchase and upkeep of any uniform required by the school will be an individual responsibility.

Students' grades will be examined at the end of each school term and, if the student doesn't make the grade academically or, for other reasons is considered to be unsuitable for the program, he will be disenrolled and returned to duty in the rate and pay grade he held at the time of disenrollment.

Those who do make the grade will receive a baccalaureate degree and be appointed to the grade of Ensign in the Medical Service Corps, Naval Reserve.

Applications for NEDEP should be submitted in letter form after 1 October but in time to reach the Chief of Naval Personnel by 1 January. Medical examinations must be made no more than 16 weeks before the application is submitted and a medical history (SF 88 and 89) must accompany the application.

High school and college transcripts must reach the Bureau of Naval Personnel by the deadline date and must cover all periods of attendance in secondary and higher level schools.

Each applicant must prepare a handwritten statement of not more than one page stating the reasons he wishes to participate in the program. Those who have already attended college must include the reasons for leaving school. Certified GCT/ARI test scores must also be submitted with the application.

A separate evaluation of each applicant will be made after an interview by three officers appointed by the applicant's commanding officer. The CO will also recommend the individual on the basis of good moral character, sincere motivation and academic potential. All applicants will be given a security check.

Full details concerning entrance requirements for the Navy Enlisted Dietetic Education Program can be found in BuPers Inst. 1120.38 together with a sample application letter, endorsement, contract and commanding officer's check-off list.

## Many Changes in State Tax Regulations—Some May Affect You

**A**LMOST EVERY SERVICEMAN is likely to remember that, unless he is in Vietnam, he must file a federal income tax return before midnight of 15 April. State taxes, on the other hand, are a different matter.

It is reasonably easy for a peripatetic Navyman to forget that he even has a home state but, unless he wants to flirt with penalties for late filing, he had better remember that absence from his domicile doesn't excuse him from reporting his income if he is required to do so. This is true even when he is serving on the high seas or at a foreign duty station.

The Navy sends your wage and tax statements to whatever state you have claimed as your domicile. If no domicile is specified on your records, your tax statement is sent to the state in which you are serving. No statement is sent if you are on sea or overseas duty.

You are protected from being taxed by both your state of domicile and the state in which you are stationed by the Soldiers' and Sailors' Civil Relief Act. This act, however, applies only to your military pay and any income derived from outside the state where you are serving.

If you have income derived from a business, rental property, part-time employment—any money other than your military pay, you may be required to pay state or local taxes to the jurisdiction in which you earn the money.

Your wife's income, car and property may also be taxed under the law of the state in which you and

your family are present because neither she nor your children are covered by the provisions of the Soldiers' and Sailors' Relief Act.

Your home state might also tax this income but you can usually take advantage of reciprocal tax credit laws to avoid double taxation in this event. If you or any member of your family are subject to double taxation, consult your legal officer. He may be able to suggest methods of avoiding the double taxation or at least keeping it at a minimum.

The state in which you are stationed has every right to ask why you are not paying income taxes to its treasury and to require proof that you are, in fact, domiciled in another state and entitled to protection under "SSCRA".

The best proof you can offer to support your domicile elsewhere is a voting record. Whether or not you are actually filing tax returns in another state and otherwise exercising your rights and assuming your obligations as a citizen there could also be a matter for inquiry.

Doing your bit as a citizen may also pay off at a future date if, for example, you want to claim resident tuition benefits at home state schools or claim a homestead property preference.

It is up to you to find out what your state requires with regard to taxation. If you must file a return, it is also up to you to obtain the necessary form. If you need assistance in completing your tax return, your legal assistance officer will be glad

to give it. Don't, however, ask him to supply the tax form; the chances are he won't have it.

Eighteen of the income-tax states exempt a part or all of service pay earned by servicemen in the Vietnam combat zone. However, the effective dates for these exemptions vary. Some states also provide for deferred filing and paying of income tax because of combat zone service.

Several state tax laws have points which are new or unusual and should be noted by Navy men who are domiciled in them. For example, Hawaii's military pay exclusion has been repealed for tax years beginning after 1965; Idaho exempts military pay earned by a member who is absent from the state on permanent duty for 180 or more days in a tax year; and Vermont exempts service pay earned outside the state. If the Idaho and Vermont rules apply to you, file your return on non-resident forms.

Beginning 1 Jan 1967, Navy men domiciled in Nebraska may have to comply with that state's income tax laws. For the time being, however, Nebraska has no income tax. Minnesota has raised its tax credits for 1965 and subsequent years.

Here is a table which you can consult to find out how much income you must have had before you are required to pay taxes. It will also give you information on personal exemptions you can claim, where to obtain and file tax returns and information concerning tax exclusions and deferments for armed services personnel.

### SUMMARY OF INCOME-TAX LAWS OF STATES AND POSSESSIONS OF THE UNITED STATES

NOTE: 1. "Married couple" or "married" as used in this summary means husband and wife living together.

2. A married service man or woman is considered to be living with his or her spouse when separated only by reason of military orders.
3. Most states now have provisions for filing declarations and payment of estimated taxes.
4. The following states do not impose individual income taxes on residents generally: Connecticut, Florida, Illinois, Maine, Michigan, Nebraska, Nevada, New Jersey, Ohio, Pennsylvania, Rhode Island, South Dakota, Texas, Washington, and Wyoming. New Jersey imposes a "commuter tax."
5. Under section 513 of the Soldiers' and Sailors' Civil Relief Act (50 USC App. 573) a member may defer payment of taxes, without interest or penalty, until six months after discharge if ability to pay is materially impaired by reason of active service. Returns must be filed on time, however.
6. Most states have provisions for extension of time for filing returns upon application by a taxpayer to the tax officials of his home state.
7. Various cities and municipalities levy a personal income tax. Where a question exists, each member should contact his home municipality to ascertain if he is liable for a tax.
8. Returns and payment of the tax are due on 15 April 1966, unless otherwise noted after the state's name.

Least Income Requiring Residents to File Returns	Personal Exemptions and Credits	Where to Obtain Forms and File Tax Returns	Exclusions and Deferments for United States Armed Forces Personnel
<b>ALABAMA:</b>			
Net income of: \$1500 if single, \$3000 if married or head of family.	\$1500 if single; \$3000 if married or head of family; \$300 for each dependent.	State Department of Revenue, Income Tax Division, Montgomery, Ala. 36102.	All 1964 military pay exempt. Effective 1 Jan 1966, all military pay for combat zone service is exempt. See note below.
NOTE: Members outside continental United States may defer filing, but with interest, until 30 days after return to the U. S. Consideration is given to waiving penalty for good cause.			
<b>ALASKA:</b>			
Gross income of \$600 from sources within the state.	Same as federal.	Commissioner of Revenue, Alaska Office Building, Juneau, Alaska 99801.	All active-service pay exempt after 1950.
<b>ARIZONA:</b>			
Net income of: \$1000 if single, \$2000 if married. Gross income of \$5000.	\$1500 if single; \$300 if married or head of household; \$500 additional if blind; \$1000 if 65 or older; \$600 each dependent.	Arizona State Tax Commission, Income Tax Division, State House, Phoenix, Ariz. 85007.	\$1000 active-service pay is exempt. Members outside continental United States may defer filing and paying, without interest or penalty, until 180 days after release or termination of present emergency, whichever is earlier.
<b>ARKANSAS: (15 MAY due date)</b>			
Gross income of: \$1750 if single or separated from spouse; \$3500 if married or head of family.	Tax credit of: \$17.50 if single; \$35 if married or head of family; \$6 for each dependent.	State of Arkansas, Department of Revenue, Little Rock, Ark. 72201.	All active-service pay is excluded.
<b>CALIFORNIA:**</b>			
Adjusted gross income over: \$2000 if single or head of household; \$4000 if married.	\$1500 if single; \$3000 if married or head of household; \$600 additional for taxpayer and spouse if blind, \$600 for each dependent.	State of California, Franchise Tax Board, 1025 P Street, Sacramento, Calif. 95814.	\$1000 of service pay (including pay for active and Reserve duty or retirement pay) and all mustering-out payments are exempt. See note below for PCS outside of California. Filing and paying deferred without penalty or interest until 180 days after return to the U. S. from duty outside the 50 states.
**NOTE: Domiciliaries of California on permanent duty outside the state are classified as nonresidents, for that state's income tax purposes only, and need not file returns on income derived outside the state. If married and the wife remains in California, however, she would be taxable on one-half of their community income plus her separate income, if any.			
<b>COLORADO:</b>			
Gross income in excess of \$750 (\$1500 if 65 or older).	\$750 for each dependent allowed on federal tax return.	State of Colorado, Department of Revenue, State Capitol Annex, E. 14th Avenue and Sherman Street, Denver, Colo. 80203.	Same as federal, including combat zone exclusion and postponement for filing and paying, effective 1 Jan 1965.
<b>DELAWARE:** (30 APRIL due date)</b>			
Gross income of: \$600 if single or separated from spouse; \$1200 combined gross income of married couple.	\$600 for taxpayer; \$600 for spouse; \$600 additional for taxpayer and spouse if blind, 65 or older; \$600 for each dependent.	State of Delaware, State Tax Department, 843 King Street, Wilmington, Del. 19899.	See note below. Deferment for filing and paying may be granted, upon application, until six months after discharge.
**NOTE: §1101 of the Delaware Income Tax Law provides in part: "'Resident' means only natural persons and includes any person domiciled in the state, except a person who, though domiciled in the state, maintains no permanent place of abode within the state, but does maintain a permanent place of abode without the state, and who spends in the aggregate not to exceed 30 days of the taxable year within the state; . . ."			
<b>DISTRICT OF COLUMBIA:</b>			
Gross income in excess of: \$1000 if single or separated from spouse; \$2000 combined income of married couple.	\$1000 if single or separated from spouse; \$2000 if married; \$1500 if head of family; \$500 additional for taxpayer and spouse if blind, 65 or older; \$500 for each dependent.	District of Columbia, Finance Office, Revenue Division, Municipal Center, 300 Indiana Avenue, N. W., Washington, D. C. 20001.	Upon application, deferment for filing or paying granted until six months after the return is due; one year for members outside continental U. S.
<b>GEORGIA:</b>			
Gross income of: \$1500 if single or separated from spouse; \$3000 combined gross income of married couple.	\$1500 if single; \$3000 if married or head of family; \$600 additional for taxpayer and spouse if blind, 65 or older; \$600 for each dependent (except one for head of family).	Department of Revenue, Income Tax Unit, State Office Building, Atlanta, Ga. 30334.	Combat zone exclusion same as federal, effective 1 Jan 1965. Deferment for filing or paying without penalty or interest granted members outside continental U. S. until six months after return to the U. S.

# THE BULLETIN BOARD

Least Income Requiring Residents to File Returns	Personal Exemptions and Credits	Where to Obtain Forms and File Tax Returns	Exclusions and Deferments for United States Armed Forces Personnel
<b>GUAM:</b> Same as federal.	Same as federal.	Division of Revenue and Taxation, Department of Finance, Government of Guam, Agana, Guam 96910.	Same as federal, including combat zone exclusion effective 1 Jan 1964. But, as to service compensation, the Government of Guam in practice has not imposed the Guam income tax on individuals subject to the United States income tax.
<b>HAWAII:</b> (20 April due date) Adjusted gross income of \$600 (\$1200 if 65 or older).	Same as federal except \$5000 in lieu of normal exemption for blind taxpayer.	Hawaii Director of Taxation, 425 Queen Street, Honolulu, Hawaii 96813.	All service pay excluded through 1965; same as federal, including combat zone exclusion, effective 1 Jan 1966.
<b>IDAHO:</b> Gross income of \$600 (\$1200 if 65 or older).	Same as federal, plus \$10 tax credit for each exemption.	State of Idaho, Office of Tax Collector, Income Tax Division, 317 Main, Box 36, Boise, Idaho 83702.	Same as federal, including combat zone exclusion effective 1 Jan 1964. If outside the continental United States may defer filing and paying until six months after discharge.
<b>INDIANA:</b> Gross income in excess of \$1000.	\$1000 for taxpayer; \$500 for spouse; lesser of \$1000 or adjusted gross income of each spouse (minimum of \$500 each) on joint return; \$500 additional for taxpayer and spouse if blind, 65 or older; \$500 each dependent.	Indiana Department of Revenue, State Office Building, 100 N. Senate Avenue, Indianapolis, Ind. 46204.	Same as federal, including combat zone exclusion effective 1 Jan 1964; remaining active service pay of regular members is taxable. Reserve and National Guard pay for active and inactive service is exempt effective 11 Mar 1965.
<b>IOWA:</b> (30 April due date) Net income of: \$1500 or more if single or separated from spouse; \$2350 or more if married, or married couple with combined net income of \$2000 or over if filing separate returns.	Tax credit of: \$15 if single; \$30 if married or head of family; \$7.50 for each dependent. \$15 additional if blind or 65.	State Tax Commission, Income Tax Division, State Office Building, Des Moines, Iowa 50319.	Same as federal, including combat zone exclusion effective 1 Jan 1964. 90-day extension granted with interest upon timely application, with additional time for good cause.
<b>KANSAS:</b> Net income of: \$600 if single or separated from spouse; \$1200 if married; (plus age and blind exemptions). Gross income of \$4000.	Same as federal, except that \$600 income limitation applies to child of any age unless a "student."	State of Kansas, Director of Revenue, Income Tax Division, State Office Building, Topeka, Kans. 66612.	\$1500 active-service pay excluded from gross income until the termination of the present world crisis as determined by the Executive Council of the State.
<b>KENTUCKY:</b> Net income of: \$1000 if single or separated; \$2000 if married, head of household, blind, or age 65. Gross income of \$1200 and \$2500 respectively.	Tax credit of: \$20 for taxpayer, \$20 for spouse, \$20 additional for taxpayer and spouse if 65 or blind, \$20 each dependent.	Commonwealth of Kentucky, Department of Revenue, Frankfort, Ky. 40601.	Same as federal, including combat zone exclusion effective 1 Jan 1964. Members may defer filing and paying until earlier of 12 months after termination of service or national emergency.
<b>LOUISIANA:</b> (15 May due date) Net income of: \$2500 if single or separated; \$5000 if married. Gross income of \$6000 or more.	\$2500 if single; \$5000 if married or head of family; \$400 for each dependent (less one for head of family); plus \$1000 per person, including dependents, who are blind, mentally retarded or have lost a limb.	State of Louisiana, Collector of Revenue, Baton Rouge, La. 70821.	None.
<b>MARYLAND:</b> Gross income in excess of: \$800 if single; \$1600 if married.	\$800 if single; \$1600 if married; \$800 each dependent (including one under a multiple support agreement); \$800 if blind, 65 or older (also for dependents 65 or older).	State of Maryland, Comptroller of the Treasury, Income Tax Division, State Treasury Building, Annapolis, Md. 21404.	First \$1500 of active service pay earned in combat zone is excluded. Members outside continental United States may defer filing until three months after return to the U.S.

<i>Least Income Requiring Residents to File Returns</i>	<i>Personal Exemptions and Credits</i>	<i>Where to Obtain Forms and File Tax Returns</i>	<i>Exclusions and Deferrals for United States Armed Forces Personnel</i>
<b>MASSACHUSETTS:</b>			
Earned income of \$2000. Other taxable income in any amount.	\$2000 for taxpayer against earned income; \$500 for spouse having income of \$2000 or less; \$2000 additional if blind; \$400 each dependent.	The Commonwealth of Massachusetts, Department of Corporations and Taxation, Income Tax Bureau, 80 Mason Street, Boston, Mass. 02111.	If requested and if for due cause, an extension of time for filing may be granted up to six months.
<b>MICHIGAN:</b>			
No individual income tax. Some cities impose income taxes, but military pay is exempt by state law.			
<b>MINNESOTA:</b>			
Gross income in excess of \$750 if single or combined gross income in excess of \$1500 for married couple or if the tax on taxable income exceeds the allowable credits.	Tax credits of: \$19 if single; additional \$20 if blind; older than \$65; \$38 if married; additional \$25 each if blind; \$20 each if older than \$65; \$38 if head of household; additional \$20 if blind; older than \$65; \$19 each dependent.	Minnesota Department of Taxation, Income Tax Division, Centennial Office Building, St. Paul, Minn. 55101.	Same as federal, including combat zone exclusion and postponement for filing and paying effective 1 Jan 1964, plus exclusion of \$3000 military pay and all mustering-out pay. Members outside United States have automatic extension until six months after return for filing and paying.
<b>MISSISSIPPI:</b>			
Net income in excess of personal exemptions. Gross income in excess of \$6000.	\$5000 if single; \$7000 if married or head of family.	State Tax Commission, Income Tax Division, Box 960, Jackson, Miss. 39205.	None.
<b>MISSOURI:</b>			
Gross income in excess of: \$1200 if single; \$2400 if married or head of family.	\$1200 if single; \$2400 if married or head of family; \$400 each dependent.	State of Missouri, Department of Revenue, Income Tax Department, P.O. Box 629 Jefferson City, Mo. 65102.	\$3000 of active-service pay exempt after 1950. Director of Revenue may allow extension of time for filing without penalty or interest until one year after discharge.
<b>MONTANA:</b>			
Gross income of: \$600 if single; \$1200 if married.	\$600 if single; \$1200 if married; \$600 additional if blind, 65 or older; \$600 each dependent.	State of Montana, Board of Equalization, State Capitol Building, Helena, Mont. 59601.	Same as federal, including combat zone exclusion effective 1 Jan 1964.
<b>NEW HAMPSHIRE: (1 May due date)</b>			
Any amount of taxable interest or dividends. Joint returns not permitted.	\$600 for each taxpayer.	State Tax Commission, Division of Interest and Dividends, Box 345, Concord, N.H. 03302.	None.
<b>NEW JERSEY:</b>			
Gross income in excess of personal exemptions if derived from N.J. by N.Y. resident.	Same as federal, plus tax credit of: \$10 single; \$12.50 if married and filing separately; \$35 if married and filing jointly, or head of household.	New Jersey State Emergency Transportation Tax Bureau, Division of Taxation, Trenton, N.J. 08625.	All active service pay exempt. Persons in active service with the armed forces of the United States who may be prevented by distance, or injury or hospitalization arising out of such service, may be allowed an extension of six months for filing.
<b>NEW MEXICO:</b>			
Same as federal.	Same as federal.	State of New Mexico, Bureau of Revenue, Income Tax Division, P.O. Box 451, Santa Fe, N.M. 87501.	Same as federal, including combat zone exclusion effective 1 Jan 1964. Members may defer filing and paying until six months after hostilities end.
<b>NEW YORK:**</b>			
If federal income tax return is required to be filed, or if New York adjusted gross income exceeds exemption.	Same exemptions as federal, plus tax credit of: \$10 if single; \$12.50 if married and filing separate returns; \$25 if married and filing joint return, head of household or "surviving spouse" with a dependent child.	New York State Income Tax Bureau, The State Campus, Albany, N.Y. 12226.	Same as federal, including combat zone exclusion and extension for filing and paying effective 1 Jan 1964. See note below for exemption of legal residents who satisfy all three conditions therein. Instructions state that in living in assigned or rented government quarters one is not maintaining a permanent place of abode.

**\*\*NOTE:** Sec. 605(a) of the New York State Income Tax Law provides in part: "A resident individual means an individual: Who is domiciled in this state, unless he maintains no permanent place of abode in this state, maintains a permanent place of abode elsewhere, and spends in the aggregate not more than 30 days of the taxable year in this state; . . ."

# THE BULLETIN BOARD

Least Income Requiring Residents to File Returns	Personal Exemptions and Credits	Where to Obtain Forms and File Tax Returns	Exclusions and Deferments for United States Armed Forces Personnel
<b>NORTH CAROLINA:</b>			
Gross income in excess of personal exemption without inclusion for dependents.	\$1000 if single or a married woman; \$2000 if married man or head of a household; \$2000 if widow or widower with minor child; \$1000 additional to blind taxpayer; \$300 each dependent.	State of North Carolina, Department of Revenue, Individual Income Tax Division, Raleigh, N.C. 27602.	Hostile fire duty pay exempt effective 1 Jan 1965. All other active duty pay, including that earned in a combat zone, is taxable.
<b>NORTH DAKOTA:</b>			
Net income of: \$600 if single or separated from spouse; \$1500 if married. Gross income of \$5000.	\$600 if single; \$1500 if married or head of household; \$600 additional if blind, 65 or older; \$600 each dependent.	State of North Dakota, Office of Tax Commissioner, State Capitol Building, Bismarck, N.D. 58501.	All active-service pay is exempt, but Tax Department requests the filing of returns to eliminate unnecessary correspondence when federal cross-checks are made.
<b>OHIO:</b>			
No individual income tax. Some cities impose income taxes, but military pay is exempt by state law.			
<b>OKLAHOMA</b>			
Gross income of: \$1000 if single; \$2000 if married.	\$1000 if single; \$2000 if married or head of family; \$500 each dependent.	Oklahoma Tax Commission, State of Oklahoma, Income Tax Division, Oklahoma City, Okla. 73105.	\$1500 of active-service pay is excluded. Filing and paying by members outside the United States or hospitalized in the U. S. deferred until 15th day of third month following return or discharge from hospital.
<b>OREGON:</b>			
Net income of: \$600 if single; \$1200 if married. Gross income of \$4000.	\$600 if single or separated; \$1200 if married; \$600 additional if blind plus tax credits of \$18 if blind, \$12 if 65, \$600 each dependent. (\$1 tax credit, maximum \$6, each \$100 partial support of less than 50%.)	Oregon State Tax Commission, Income Division, 100 State Office Building, Salem, Ore. 97310; or State Tax Commission, 1400 S.W. 5th Ave., Portland, Ore.	\$3000 of active-service pay is excluded. Returns and payment of tax deferred for 90 days after return to U. S. from period of duty exceeding 90 days outside continental United States.
<b>PENNSYLVANIA:</b>			
No individual income tax, but residents of some Pennsylvania cities and municipalities may be liable for local income taxes. Philadelphia and Pittsburgh exempt all military pay.			
<b>PUERTO RICO:</b>			
Gross income in excess of: \$800 if single, separated from spouse or if head of family; \$2000 if married and living with spouse.	\$800 if single or separated from spouse; \$2000 if married or head of family; \$400 each dependent.	Commonwealth of Puerto Rico, Department of the Treasury, Bureau of Income Tax, P.O. Box 9833, Santurce, P.R. 00908.	None.
<b>SOUTH CAROLINA:</b>			
Gross income of \$800 or more.	\$800 if single; \$1600 if married filing jointly or only one spouse has income or if head of household; \$800 additional if blind, 65 or older; \$800 each dependent.	South Carolina Tax Commission, Income Tax Division, Box 125, Columbia, S.C. 29202.	Combat zone exclusion same as federal effective 1 Jan 1964. Drill and training duty pay of National Guard and Reserve personnel is exempt.
<b>TENNESSEE:</b>			
Income over \$25 consisting of dividends from stock and interest from bonds.	None, except income of blind persons is exempt.	State of Tennessee, Department of Revenue, Income Tax Division, War Memorial Building, Nashville, Tenn. 37219.	None.
<b>UTAH:</b>			
Gross income of: \$600 if single or separated from spouse; \$1200 if married.	\$600 if single, \$1200 if married; \$600 additional for taxpayer and spouse if blind; \$600 each dependent.	State Tax Commission of Utah, State Office Building, Salt Lake City, Utah 84114.	If in foreign country 510 days of any 18 consecutive months may exclude income earned outside of Utah and file as a non-resident for each taxable year while so absent for three months or more. Members outside U. S. may obtain late filing penalty waiver if filing before earlier of 15th day of fourth month after return to U. S. or discharge.

Least Income Requiring Residents to File Returns	Personal Exemptions and Credits	Where to Obtain Forms and File Tax Returns	Exclusions and Deferments for United States Armed Forces Personnel
<b>VERMONT:</b>			
Gross income of: \$700 (\$1200 if 65 or older); \$100 or more of Vt. income of nonresident.	\$500 for taxpayer; \$500 for spouse; \$500 additional if blind, 65 or older; \$500 each dependent.	Commissioner of Taxes, Vermont Department of Taxes, Montpelier, Vt. 05602.	Same as federal, including combat zone exclusion effective 1 Jan 1964. See note below.
<b>NOTE:</b> Effective 1 Jan 1965, members are taxed as nonresidents during any portion of a tax year in which they are on full-time active duty. Consequently, such members do not pay Vermont tax upon active duty pay earned anywhere or upon other income earned outside Vermont, and need not file a return unless their Vermont income exceeds \$100.			
<b>VIRGINIA: (1 May due date)</b>			
Gross income of \$1000.	\$1000 for taxpayer, \$1000 for spouse; \$600 additional if blind, 65 or older; \$200 each dependent plus \$800 to unmarried taxpayer who has a dependent father, mother, son, daughter, sister, or brother.	Commissioner of Revenue of the country or city of which taxpayer is a resident.	None.
<b>WEST VIRGINIA:**</b>			
If federal return is required, or if West Virginia adjusted gross income exceeds exemptions.	Same as federal.	West Virginia State Tax Commissioner, Income Tax Division, Charleston, W. Va. 25305.	Same as federal, including combat zone exclusion and extension for filing effective 1 Jan 1964. Members outside U. S. or in Alaska granted automatic two-month extension for filing. See note below.
<b>**NOTE:</b> Sec. 7 of West Virginia Income Tax Law provides in part: "Resident individual means an individual who is domiciled in this state unless he maintains no permanent place of abode in this state, maintains a permanent place of abode elsewhere, and spends in the aggregate not more than 30 days of the taxable year in this state, . . ." West Virginia instructions state that in living in assigned or rented government quarters one is not maintaining a permanent place of abode.			
<b>WISCONSIN:**</b>			
Gross income of: \$500 if single (\$1000 if 65 or older), \$12 if married (\$1400 if one spouse is 65 or older, \$1600 if both 65 or older).	Tax credit of: \$10 if single; \$20 if married or head of family, \$10 each dependent. \$15 for taxpayer and spouse if 65 or older.	State of Wisconsin, Department of Taxation, Processing Center, P.O. Box 59, Madison, Wis. 53701.	\$1000 military pay exclusion, plus same exclusions as federal including combat zone exclusion and postponement, effective 1 Jan 1965.
<b>**NOTE:</b> Declarations of estimated tax need not be filed by persons on active duty outside continental United States.			

## Versatile Recon Aircraft

The OV-10A, a new light armed reconnaissance and logistics airplane as versatile in the air as the jeep is on the ground, is being tested for use by the Navy.

The new plane is a twin-engine turboprop aircraft and is the first ever specifically designed for counterinsurgency applications. It is expected to fill the gap between jets, which are too fast for many aspects of counterinsurgency warfare, and helicopters, which are too slow and vulnerable for many missions.

Because the capabilities of the OV-10A lie between those of the jet and the helicopter, the new plane will probably be able to perform such military missions as observation and reconnaissance, helicopter escort, limited ground attack, target marking, gunfire, spotting, liaison, utility and training.

The OV-10A can also function in such peacetime jobs as security patrol, disaster relief, medical mis-

sions, riot control, aerial mapping and spraying.

The aircraft can operate from rough clearings, primitive roadways and waterways, in addition to prepared airfields and aircraft carriers.

Its 111-cubic foot fuselage cargo compartment can carry either cargo or people. Access to the cargo bay is a hinged door at the rear of the fuselage, permitting direct transfer of cargo from trucks which can be backed up to the loading door while the plane's high tail will facilitate paratrooping of cargo or paratroopers.

The compartment can accommodate more than 3000 pounds of cargo, five paratroopers with full equipment, five combat-equipped infantrymen, or two litter patients with a medical attendant.

External stores such as bombs, napalm, rocket clusters and machine guns, are carried on five stations located beneath the fuselage near the aircraft's center of gravity. One station is located in the center of the

fuselage. The other four are attached to removable sponsons underneath the fuselage. The sponsons also contain four fixed 7.62mm machine guns.

The aircraft can be converted for amphibious operations simply by attaching twin floats (which have built-in retractable wheels) to the landing gear struts.

The plane can operate on fuels ranging from aviation fuels to standard gasolines used in Army vehicles while its four machine guns use standard ammunition. This standardization makes it possible for the plane to be refueled and rearmed from the same supply lines used to support ground forces.

The over-all length of the OV-10A is 40 feet and its wing span is more than 30 feet. The plane has a maximum level flight speed of 265 knots at sea level and a minimum landing approach speed of less than 50 knots. This speed range will provide a much needed capability for such purposes as jungle search and helicopter escort.

# Ohayo Yokosuka, Sayonara U.S. A Report for the Navy Family

**M**OST NAVYMEN who have been stationed in the Yokosuka area consider it to be choice duty. This is hardly surprising because Navy life there offers opportunities for sight-seeing and sampling foreign culture which would be difficult to equal elsewhere in the world.

The climate at Yokosuka will probably never win first prize when stacked up against the most desirable climates of the world, but it is mild and usually gives little room for complaint.

There is plenty of the food you are accustomed to eating plus all the Japanese dishes you can enjoy when you are out on the town. There are schools for your children, and all manner of conveniences which serve to offset the few inconveniences.

Here's a rundown on what you can expect when you are ordered to Yokosuka.

**T**HE FIRST THING you should do upon receiving your orders is to read carefully the most recent revision of BuPers Inst 1300.26 series.

That's the one which spells out who can go to Japan with a Navyman, and how. Travel of dependents is determined by availability of government housing or by the completion of an agreement by the sponsor (that's you) to obtain private rental.

No wheels start turning until your dependents receive notification of entry approval from Commanding Officer, Headquarters Support Activity, Yokosuka, so application should be made as soon as possible.

If you decide to travel alone and have your dependents follow you, the process can be started after you arrive.

**Orders**—You should have on hand from 30 to 40 certified copies of your orders. They will be needed for shipment of household effects, travel, car shipment, transportation of pets, physical exams, and countless manifestations of red tape that you haven't yet dreamed of.

Make sure you have plenty.

**Medical Information** — Paragraph 6(c) of BuPers Inst 1300.26 series also directs attention to establishing the fitness of dependents to go overseas. Dependents with abnormal medical cases should not go to the Far East.

It is suggested that you inquire as

soon as possible from the nearest medical facility concerning immunization. You will need considerable time to get all the immunizations that will be required. Give yourself plenty of leeway in this and other preparations.

However, in this connection, you need have no fear concerning the health conditions to be found in Japan. Your family will find no diseases here that are not found in the United States.

**Passports** — Your dependents will need passports, but you won't. Again, as soon as you have been notified of your destination, waste no time in making application. To do this, see the transportation officer at your station. The process is sometimes slow, and your family simply cannot leave without them.

**Your Sponsor**—If you plan to travel with your dependents, a sponsor will be assigned by your new command upon receipt of your application for entry approval.

You probably know how the system works. You may have acted as a sponsor yourself in earlier situations.

As soon as you know what questions to ask, drop him a line. It can be as formal, or as informal, as you wish.

If you want him to do so, your sponsor will try to arrange for accommodations when you arrive, will accompany you through the checking-in process, and will answer all types of questions before you arrive, and after. He's your guide in a strange

land and, presumably, knows all the answers.

Be sure to tell him of your travel arrangements. If you are sailing, notify him of the name of the ship, the estimated time of departure from the States, and the estimated time of arrival. If you are flying, notify him of the flight number, ETD, and ETA.

He's a good man to know. In a place that's expanding as rapidly as Yokosuka, printed information (such as this) is frequently outdated; he should be able to tell you what's going on now.

**Shipment of HHE and Autos**—Shipment of household effects and automobiles to Yokosuka (and all of Japan) is standard. General shipping instructions are contained in BuSanda Publication 260, which may be obtained from your local Supply Shipping Officer.

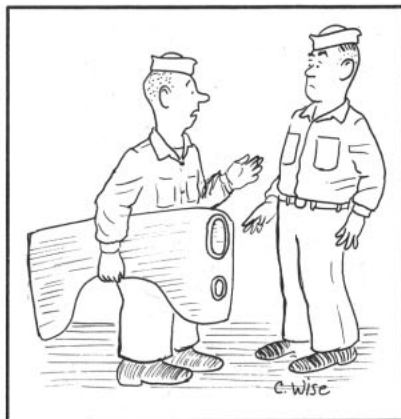
The Naval Supply Depot at Yokosuka will receive and deliver your household effects and receive your auto. This activity will also assist you in the preparation and processing of claims that may arise from loss or damage in shipment.

**Currency**—At or before the time of your arrival you will be informed as to the regulations governing the use of U. S. dollars in Japan. Japan is one of the countries where Military Payment Certificates (MPCs) are prescribed for use of the U. S. military services. You will be required to exchange all U. S. dollars in your possession on arrival for MPCs. MPCs come in denominations from five cents to \$10. They are the only authorized medium of exchange in the Exchanges, clubs and other on-base facilities, and will be used by the disbursing officer in paying you.

MPCs may be exchanged by you with the disbursing officer or other official designated source for Japanese yen. MPCs are restricted for use in the U. S. facilities. They are not authorized for other uses. Domestic help and base taxis are paid for in yen, as are all off-station purchases and all services performed by Japanese nationals. The rate of exchange is approximately 360 yen per U. S. dollar.

It might be mentioned here that the newcomer sometimes has difficulty adjusting to foreign currency, and it is possible to spend it far more

All-Navy Cartoon Contest  
Charley Wise, HMCS, USN



"Boats said to put a fender over the side."

rapidly than your budget permits. (Just like U.S. dollars, too.) Caution is indicated here.

**MPC**—MPC checks, and yen cannot be sent Stateside to pay for bills and debts. By the same token, U. S. government checks cannot be cashed in Yokosuka, but must be mailed back to the States. To avoid excessive money order fees, it is customary to maintain Stateside bank accounts, cashing checks with Exchange cashiers as necessary for personal and household expenses.

**Pets**—It is possible to ship dogs, cats and birds into Japan, and application for entry is not required. However, health regulations are so stringent, and so much red tape is involved, that shipment is not recommended unless your family will be utterly shattered if your pet doesn't accompany you. If you insist, just remember—you've been warned.

**Autos**—If you are having an automobile shipped to Japan, you would do well to bring a compact model—preferably a used one. Roads are extremely narrow and, in many areas, of dirt or gravel.

There are no garages available either in government housing or private rental. On base, street parking is no problem, but in private rental, where streets are extremely narrow, parking a large car is almost impossible.

The Japanese road tax (according to last reports) is 9000 yen a year for a standard size car and 3000 yen for a small car. This may change before you arrive; your sponsor may advise you on latest requirements. This tax is prorated on a monthly basis. In addition to carrying a minimum 5-10-5 auto insurance policy from a U. S. insurance company, you are required to carry a Japanese compulsory insurance policy.

The terms of Japanese compulsory insurance are based on the year of your motor vehicle; those cars less than 10 years old are required to obtain 25 months' insurance; those more than 10 years old, 13 months' insurance. Annual premiums run to 3105 yen (about \$9.00) for 13 months and 5475 yen (about \$15.00) for 25 months. Vehicle insurance must be kept in effect as long as you are the registered owner, even though you may not drive the vehicle.

Only military personnel, or the civilian equivalent, are eligible to

All-Navy Cartoon Contest  
Charley Wise, HMCS, USN



"Your speed is fine, now we'll work on your control."

register motor vehicles. If you intend to have anyone else, including your wife, take care of any business pertaining to your auto, it is suggested that you have several copies of a special power of attorney for this specific purpose.

Current resale laws specify that, before you can sell your auto to anyone other than U. S. Forces personnel in Japan, the auto must be two model years old and it must have been in your possession in Japan for 12 months. Before selling equipment you own, check on the latest rules and regs with your personnel office or legal officer.

Navymen in pay grades E-4 and below must have specific approval from their commanding officer before they may buy or register any motor vehicle.

**Housing**—Government housing at Yokosuka and Yokohama is controlled

All-Navy Cartoon Contest  
William R. Maul, CTC, USN



"He's not too much, but he's got a strong MAA force!"

by Commander Fleet Activities, Yokosuka, and assignments are based on bedroom requirements, date you leave CONUS, rank or rate and certain extenuating circumstances.

Although the housing situation is constantly changing, it is reasonably safe to say that you can count upon a wait before you are able to rate government quarters. When you do, you will find all services handy such as exchange, commissary, chapel, gas station, laundry and dry cleaners. Schools through the eighth grade are available in the locality and children in ninth through 12th grade are bused to Yokohama.

There is a small housing area called Admiralty Heights across the Miura Peninsula about 10 miles over fair roads from Yokosuka. It's a pleasant place, especially for small children. The principal drawbacks are the elementary school which goes only to the fifth grade and the long, tiring ride to Yokohama for high school students. There is also a general lack of activities there for teenagers.

The Navy Housing Activity at Yokohama is a large, almost continuous area containing well over a thousand units. All services are found here plus several excellent nearby Japanese shopping areas. Since the area is subject to smog, it may present problems to sufferers from asthma.

Off-base housing usually consists of large Japanese houses which have been converted to western use by the addition of occidental plumbing, or new two- and three-bedroom houses which are smaller and built especially for rental to U. S. Forces. These units can be found, as a rule, within 15 miles of Yokosuka and in Yokohama. The housing is inspected for adequacy and price before you may rent.

Much of the housing rented by American forces overlooks Sagami Bay with Mt. Fuji visible on clear days beyond a range of foothills. The rent for off-base quarters is comparatively low but the cost of housing is increased by the high cost of heating in the winter. Roughly speaking, a house with a maid in Yokosuka about equals the cost of a house without a maid in the United States.

Hotels in the area range from the ultramodern to smaller Japanese style inns. Rates fall between five to 10 dollars a day for a single room to

10-20 dollars a day for adjoining rooms with bath. Meals are reasonable.

Single naval officers will find several BOQs available. Officers are billeted according to rank in standard BOQ type rooms. Wave officers quarters are equipped with community galleys and community refrigerators. There is also a closed officers mess which serves meals either on a monthly or an individual basis.

Bachelor chiefs have fared pretty well at Yokosuka in the past both from a standpoint of quarters and messing facilities. Permanent mess members pay a monthly fee while transients pay a nominal surcharge plus ration allowance.

Enlisted men in pay grades E-6 and below are quartered in barracks. There are a mess hall and a barber shop in the barracks.

Navy families who feel the need for a maid will find that they are not particularly easy to obtain. Some are available, however, and you can find help in hiring one at the Industrial Relations Office.

Pay for a maid runs in the vicinity of 35 dollars a month depending on how experienced she is, how well she speaks English and the amount of work. You will find that most maids who register with the Industrial Relations Office speak some English, understand even more and have had some experience in using American household appliances.

Most maids do not live in. If quarters afford the space necessary to accommodate them, it is possible to locate domestic staff that live in.

**Medical Care**—You need have no fear that you or your dependents will suffer from inadequate medical care during your tour in Yokosuka. There is a U. S. naval hospital located at Fleet Activities there and a dispensary-type annex located in the Seaside Area of U. S. Naval Housing Activity at Yokohama.

Each of the professional services offered at the hospital is headed by a physician who has been certified by an appropriate American board as a specialist in his field. The hospital itself has been approved and accredited by the Joint Committee on Accreditation of American Hospitals.

Ambulance service is available to military personnel but available to dependents only on an emergency basis when other transportation is neither available nor practical.

There are also dental facilities available both at Yokosuka and Yokohama to naval personnel and their dependents. The needs of military personnel, however, come first in this field and, since the facilities are frequently taxed to the limit, it is advisable to at least land at Yokosuka with dependents having sound teeth. In other words, have everything possible done in the United States before you leave for Japan.

**Education** — Free elementary and secondary schools are available to your children and their instruction is keyed to the activities of normal students. Limited facilities preclude special attention to the retarded or physically handicapped.

Parochial schools are available in the Yokohama area and they are open to American children but an annual registration fee is required.

The aim of the Navy school system at Yokosuka is to provide a public school education for children in grades one through 12 which is at least equal to that provided in the better schools in the United States.

Children admitted to Navy sponsored schools may enter any time during the school year and are encouraged to do so at their earliest convenience.

Children entering the first grade must be six years of age by the end of December of the current school year and their age must be verified by a birth certificate, baptismal certificate or other legal document.

School buses make regular trips daily to and from the high school located at Yokohama. The trip requires about an hour from Yokosuka

and provides pick-ups for children living at Kamakura, Zushi, Hayama, Hakkei-En and Yokosuka city areas.

Kindergarten and nursery school facilities are also available but not under Navy sponsorship. These schools are self-supporting and there is a monthly tuition charge. Admission to kindergarten requires legal evidence of the pupil's age.

**Religious services** are conducted by chaplains available for Protestant, Catholic and Jewish families. Services are conducted by lay leaders for members of the Church of Latter Day Saints and the Christian Science Church.

For Protestant and Catholic children there is a Sunday School as well as a gamut of activities for all members of the family.

Church provides an unusual opportunity for United States Navy families to meet Japanese nationals and to make Japanese friends. It also provides an unusual opportunity for observing their churches' "missionary activities."

**Shopping** — Your wife will find shopping easy in the Yokosuka area, for commissary stores are similar to supermarkets in the states. Brand names are carried as well as Navy issue items. Meats are prepacked for self-service but if you like your steaks cut a special way, you can have that done, too. The only difference you may notice may be in fresh produce and fruits. Both are good but the variety is not quite as great as it is in the United States and, generally speaking, the season for individual items is shorter.

If you find the slightly diminished availability of fresh fruit and produce a drawback, you will find the deficiency more than compensated for in the bargains available through the Navy exchanges and in the Japanese marketplace.

There is no need in dwelling on this subject. Every Navyman knows what the Japanese market has to offer. It might be well to mention, however, that all popular appliances are available in the Exchange. Fans and air-conditioners are usually available just before the warm season. Both kerosene and gas stoves can be purchased for use in your home if you rent outside the base.

**Recreation**—Possibly there are naval installations that surpass Yokosuka in recreational and athletic facilities, but they certainly must be few

All-Navy Cartoon Contest  
William R. Maul, CTCA, USN



"Boats, you'll never learn. It's 1300, not two bells."

in number. There are playing fields and courts for the major sports, a golf driving and a skeet range, a yacht basin with boats available, and even a 104-foot cruising yacht.

A comprehensive intramural athletic program is well organized in all major fields of sports, plus a few of the more unusual. A gymnasium offers a number of indoor sports programs and hunting and fishing arrangements can be made for anyone who feels so inclined.

Swimming can be done either in one of the largest pools in the Far East or in the ocean. Tours through Japan can be arranged and are not expensive. Nobody should leave Japan without having taken at least a few.

The climate in the Yokosuka and Yokohama area is mild with January and February being the coldest months with temperatures occasionally dipping below freezing, with the highest temperatures in the mid-fifties.

There isn't much snow to contend with but there is a possibility of seeing a little in March when precipitation tempers the winter weather somewhat. The most comfortable months of the year are May and June. In later June the rainy season begins, bringing with it the threat of mildew. Actually, however, the temperature rarely rises to extreme heights. Eight-eight degrees is the average high for August, which is the hottest month of the year. September is typhoon month and Tokyo sometimes is hit rather hard by tropical storms moving past Okinawa. October is pleasant, and cold weather can be counted on for November and December.

If you keep in mind that Japan, despite its increasing westernization, is not the United States, you should certainly enjoy your duty in Japan. It is a nation which had a highly developed culture long before anyone even suspected there was a North American continent. Happily there are many manifestations of this ancient culture remaining to provide interesting food for thought to western minds.

Needless to say, there will be a few customs observed in Japan with which you will be unfamiliar. Your unfamiliarity, however, will be tolerantly overlooked by the Japanese and, as you spend more time in Japan, you will learn a few things

which are considered to be bad manners.

You will find a few observances in Japan which are strange to you. Since you are the guest, accept with a good humor the conditions which exist and you may come not only to tolerate them but to enjoy them. By and large, just relax, conduct yourself with consideration toward others and the chances are you and your family will leave Japan counting your stay there as one of the most rewarding tours you have ever spent in the Navy.

### List of New Motion Pictures Available to Ships and Overseas Bases

The list of recently released 16-mm feature movies available from the Navy Motion Picture Service is published here for the convenience of ships and overseas bases.

Movies in color are designated by (C) and those in wide-screen processes by (WS).

*She Couldn't Say No* (3130): Comedy; Robert Mitchum, Jean Simmons (Re-issue).

*Big Sky* (3131): Western; Kirk Douglas, Dewey Martin (Re-issue).

*Operation C.I.A.*: Suspense Drama; Burt Reynolds, John Hoyt.

*The Crook and the Cross*: Drama; Gert Frobe, Karl Boehm.

*Seaside Swingers* (C) (WS): Musical Comedy; John Leyton, Mike Sarne.

*The Bounty Killer* (C) (WS): Western; Dan Duryea, Rod Cameron.

*Arizona Raiders* (C) (WS): West-

All-Navy Cartoon Contest  
Charley Wise, HMCS, USN



"Are you going on liberty or an expedition?"

ern; Audie Murphy, Gloria Talbott.

*Dead Eyes of London*: Drama; Joachim Fuchsberger, Karin Baal.

*Billie* (C) (WS): Musical Comedy; Patty Duke, Jim Backus.

*Murietta* (C): Western; Jeffrey Hunter, Arthur Kennedy.

*Mission to Venice*: Mystery Drama; Sean Flynn, Madeline Robinson.

*Moment to Moment* (C): Melodrama; Jean Seberg, Honor Blackman.

*The Hill*: Drama; Sean Connery, Michael Redgrave.

*Love and Larceny*: Comedy; Vittorio Gassman, Dorian Gray.

### America in the Med

*America* has moved to the Mediterranean. We are, of course, referring to the attack carrier USS *America* (CVA 66), which is now on her first deployment with the Sixth Fleet.

As with other carriers which deploy overseas, *America* has several squadrons and squadron detachments embarked, all of which comprise Carrier Air Wing Six (CVW 6). They are: Attack Squadrons 64 and 66 (VA 64 and VA 66); Fighter Squadrons 33 and 102 (VF 33 and VF 102); and Heavy Reconnaissance and Attack Squadron Five (RVAH 5). The two squadron detachments are from Carrier Airborne Early Warning Squadron 12 (VAW 12) and Helicopter Composite Squadron Two (HC 2).

About 3500 officers and men are aboard *America* for her Med cruise.

### Ogden Joins PacFlt

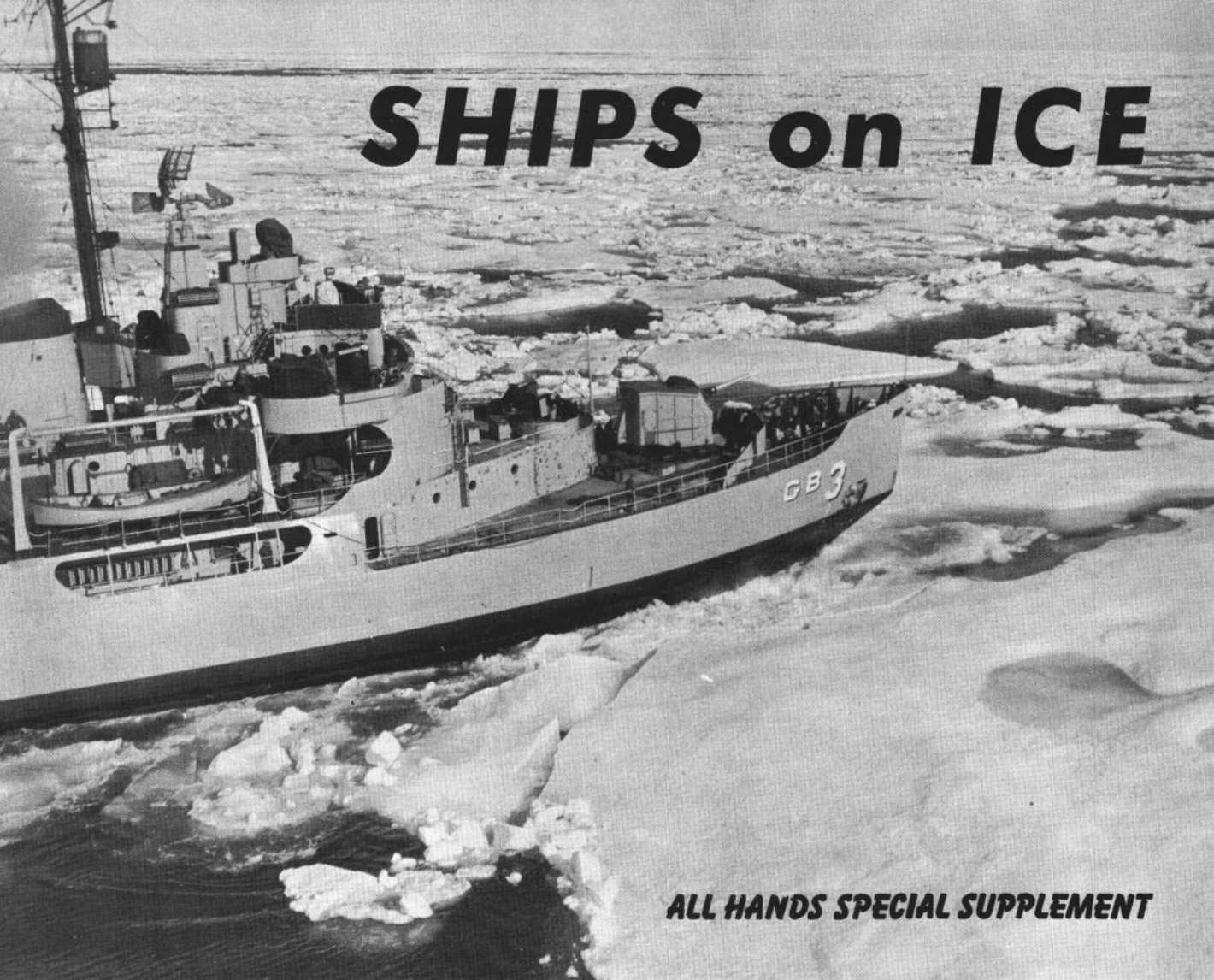
When the amphibious transport dock USS *Ogden* (LPD 5) went through the Panama Canal, she became the 76th ship of the U. S. Pacific Fleet Amphibious Force.

*Ogden*, commissioned only last summer, is the fifth ship to be built from the keel up as an amphibious transport dock. She has an aft well deck which can be flooded to let landing craft float in and out. In addition, a helicopter platform is built over the well.

This means she can send 930 combat troops and 4500 tons of cargo to the beach or behind it.

LPD 5 is the second ship to be named for the Utah city. The first *Ogden* was patrol frigate 39 which is now serving with the Japanese Maritime Self Defense Force.

# SHIPS on ICE



## ALL HANDS SPECIAL SUPPLEMENT

**A**S YOU MAY HAVE HEARD, the Navy's five icebreakers are changing their appearance and their crews. White paint will be rolled over the haze gray and new hull numbers, preceded by a large "W," will be seen on the bows. Small shields will be worn on the jumper sleeves of the enlisted uniforms and on the officers' shoulder boards. By 1967, *USS Burton Island* (AGB 1), *Edisto* (AGB 2), *Atka* (AGB 3), *Glacier* (AGB 4) and *Staten Island* (AGB 5) will all be ships of the U. S. Coast Guard.

The four "Wind" class ships are being returned to the organization for which they were originally built 20 years ago. The fifth, *Glacier*, although constructed for the Navy, will also be turned over to the seagoing arm of the Treasury Department.

By and large, icebreakers possess just about as weird a combination of attributes as is possible to cram into a single vessel of no more than 5300 tons. It has been claimed that, although they belong to the Service Force, they have the draft and armor of a battleship, the roll of a destroyer, the flight deck of a carrier, the power of a seagoing tug, and can be handled as easily as a liberty launch. Attempts to verify these claims have never been completed.

However, Navy men who serve amidst such a compendium of virtues have no need to exaggerate. No matter how you look at them, their ships are unusual.

**A** TYPICAL ICEBREAKER may spend many months out of port as a matter of routine. The ride may be just as rough in normal seas as it is while the ship plows through the ice, for an icebreaker has a round bottom and no bilge keels. This design permits it to break ice that would make any other ship come to a complete halt, but the lack of bilge keels to stabilize the ship causes an AGB to roll excessively in normal waters.

As a partial remedy, Navy icebreakers have a passive anti-roll tank which somewhat reduces the roll action of the ship. The tank is approximately half full of diesel oil and has a series of baffle plates which retard the rush of oil as the ship rolls to port or starboard, thereby counteracting and dampening the roll.

A specially built ship, more complete in supply facilities than most, an AGB is required to exist many months out of sight of other ships and without logistic support. The *Wind* class ships are equipped to do just that. They can support themselves for six months or more.

In addition to extensive food storage facilities, they are equipped with most of the comforts and conveniences of a small city, including a barber shop, soda fountain, ship's store, post office, library, church services and full medical facilities.

In addition to providing living spaces for about 250 officers and enlisted men, the designers had to make

room for 700,000 gallons of diesel fuel—enough to permit the ships to steam around the world twice without refueling.

Power for icebreaking is provided by a diesel-electric system composed of six 2000-horsepower main propulsion diesel engines which drive six 1375 KW generators. Although none is swift (top speed is 16 knots), the ships' 18-foot propellers give the push needed to tackle polar ice up to 10 feet thick. Or, as the ice people say, enough to tow a *Forrestal*-class carrier in the open sea. (*Staten Island* actually did take *uss Kitty Hawk* (CVA 63) under tow in August 1964, just to see if it could be done. She could, up to a speed of eight knots.)

**W**HEN AN ICEBREAKER is in drydock, her hull looks much like a football, sliced laterally. Her no-keel construction of one and five-eighths inch steel hull plating is another feature which keeps the ship from becoming crushed. When the ice exerts pressure on the sides of the ship, the icebreaker is simply lifted up, thus lessening the lateral pressure on the hull.

Her forefoot is sloped, enabling her to ride up onto the ice. The weight of the ship then crushes the ice beneath it. Speeds of several knots can thus be maintained in ice up to three feet thick. With hard or thicker ice, it is necessary to back up and ram. When this is necessary, progress is measured in ship lengths rather than in miles.

An unusual heeling and trim system also helps the icebreakers. When stuck in the ice, friction is lessened by shifting 220 tons of water and fuel from one side of the ship to the other. This weight shift, which can be accomplished in 90 seconds, is often enough to free the ship. The trim system works the same way as the heeling system, except that the weight shift is from fore to aft.

The heeling and trim systems save much time (as well as wear and tear on the ship) which would otherwise be wasted in blasting the ship free from the ice. However, each of the ships carries large quantities of demolition charges which can be used to open leads or free the ship from pressure ice.

To aid the ship in finding its way through the ice, two helicopters are carried aboard. The helos, used extensively for flying ice reconnaissance, have proven a valu-



**FROSTED**—Ocean spray forms a picturesque covering over icebreaker while serving on the job in Antarctic.

able asset. The airborne observers are able to spot weak ice or open water areas in the polar pack which would be invisible to lookouts aboard ship.

Despite the ostensible hardships, icebreaker duty is considered choice duty by many who have had it. In one year, a sailor can earn four certificates for crossing the major parallels of latitude and the 180th meridian. In 1965, for example, between March and September Rednose (Antarctic Circle), Bluenose (Arctic Circle), Golden Dragon (180th meridian), and Shellback (equator) certificates were claimed by *Staten Island's* crew.

**C**ONSTANT CHANGE and challenge plus the fact that icebreaker crews tackle some of this old world's last frontiers undoubtedly account for much of the glamor attached to duty in an AGB. Here's an account of what it's like.

Before the icebreaker stretches an expanse of frigid

**WORK AND PLAY**—'Copters do scouting for icebreakers. Rt: Crew of *USS Glacier* takes time out for game on the ice.





USS Burton Island (AGB 1)



USS Edisto (AGB 2)



USS Atka (AGB 3)



USS Glacier (AGB 4)

ocean calmed by fields of ice. The continually shifting ice pack can snatch up a ship and push her helplessly for many miles, or it might even reach up and sheer off one of her propellers.

The ice seems never to present the same problem twice. Once the ice begins to move faster than the ship can go in the other direction, it will be a long slow spell before the ship can start her cruise back to the States.

On the bridge, the officer of the deck stands one of the most challenging and demanding watches in the Navy. He seems always on the brink of disaster as he chooses a course for the ship from among the several paths the ice pack offers.

One path may bring the bow onto a pressure ridge from which the ship can't back off. Another will mean so much heavy ice that the backing and ramming needed to get through will take too long to counteract the opposite movement of the pack.

All of these hazards the OOD must meet every 24 hours, and often in weather 20 degrees below zero—but at least he is moving around.

Perhaps moving is an understatement. Scurrying might be more appropriate, for he is constantly on the go from one end of the bridge to the other, peering into the radar repeater that indicates leads and distant ice; watching the sometimes discouraging progress of the ship on the navigational charts; trying to see all four ways at once. With all this activity there is never a dull moment, and the OOD has no trouble keeping warm.

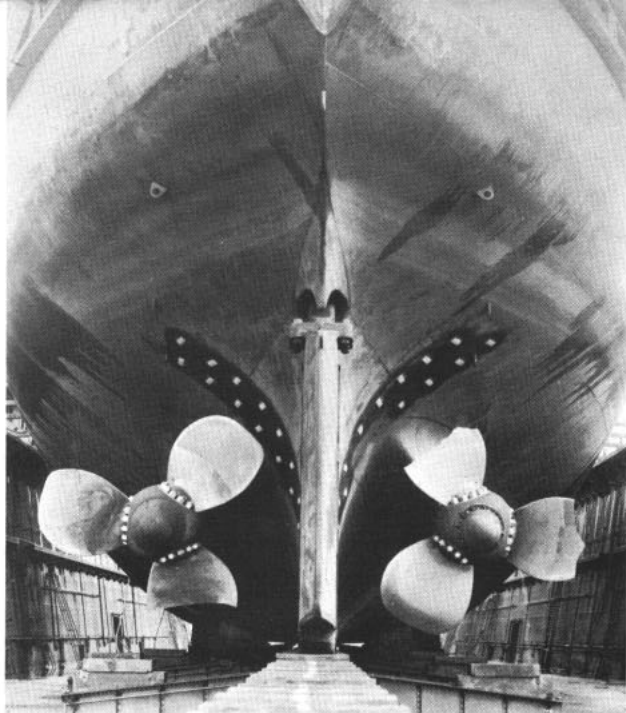
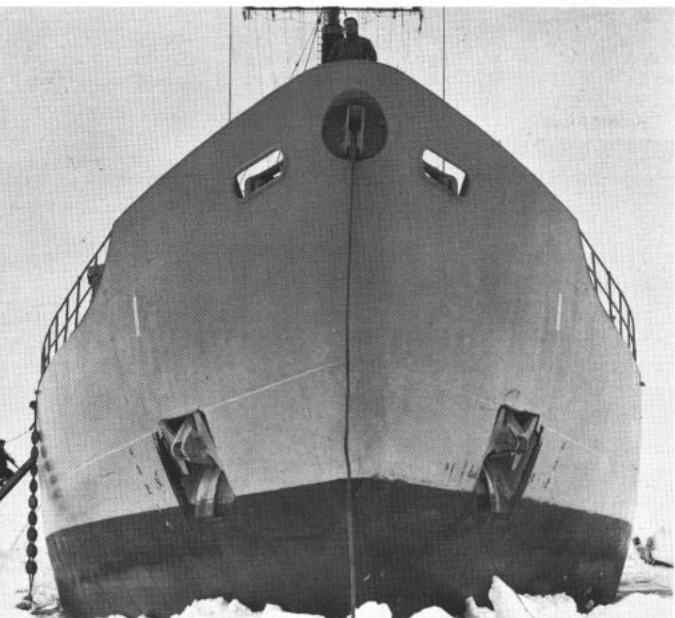
**T**HE HELMSMAN keeps warm, too. No two consecutive minutes find the ship on the same course. As soon as he brings the rudder to right standard, the order comes to shift rudder. Then it's right full rudder, followed by left full rudder.

This goes on and on with the only break coming when the ship backs down. Only then does the rudder remain amidships.

The pilot house, while not exactly warm, isn't freezing either. What keeps it cool is the usually open doors to the wings—to permit the OOD to shout orders to the

USS Staten Island (AGB 5)





**SHAPE OF IT**—Photos show how AGB is shaped for her job. Blades were broken by ice. Below: Icebreaker leads way.

man at the wheel or the men manning the searchlights that show the way through the darkness.

Open doors mean that the quartermaster, boatswain's mates and messengers, along with the lookouts, must stand their two- or four-hour watches decked out in ample cold-weather clothing.

Even when a man is dressed in a face mask, goggles, four pairs of gloves and boots, he is still going to be cold when the mercury drops below zero and the wind mounts to over 25 knots. However, the half hour required to get him into the cold-weather togs is worth it for it eliminates the possibility of frostbite.

In day-to-day operations, the men who are out in the cold for the longest periods of time are, of course, the deck hands. Their job is a lot different from that done by destroyer deck hands or those on any other type of ship, for that matter. For example, nobody in an icebreaker bothers much with topside maintenance while underway. They have enough to do just keeping the decks clear of ice.

Duty in an icebreaker may be the only type of sea duty where the crew can leave the ship more or less frequently for fun and games on the ice. It may also be the only type of sea duty where wildlife sightings are a matter of course. Sailors on an icebreaker think nothing at all of hearing the public address system blurt "Now hear this . . . three walrus off port bow . . ."

Or it might just as well be polar bear, seal or arctic fox. The result is always the same, the rails are crowded with "big game hunters" armed with every type of camera from the cheapest still to the most expensive movie all snapping or grinding away to bring 'em back alive on film.

Navymen who have been assigned to icebreakers usually fall into two categories. Either they belong to the 50 per cent who counted themselves lucky or the 50 per cent who were indifferent or considered themselves unlucky. For both groups, the departure of the icebreakers from the Navy will produce a feeling that something has passed from the scene which provided adventure of a type that is hard to come by these days.



# TAFFRAIL TALK

**E**VER HAD A TOUR of picket duty midway between New Zealand and Deepfreeze? If not, let's hear no complaints about rough duty.

It seems that, en route to her last ocean station assignment for the year, *uss Calcaterra* (DE 390) picked up a reporter for a New Zealand paper to show him what sea duty was like. (We can't tell you the name of the paper because, when LCDR William Earl, CO of *Calcaterra* sent us the clipping, he inadvertently clipped too closely and removed the paper's name).

The reporter was impressed. Also seasick. And, before we saw dry land again, pretty tired of it all.

Tired of waves breaking over the bow and spray pounding on the bridge. Tired of sitting on the floor to eat because all the wardroom chairs had been lashed down. (That's right—the crew ate sitting down on the deck.) Tired of lying in his bunk, unable to sleep because, if he did, he'd be tossed out and into a bulkhead. Tired of watching movies, both new and old. Tired of a rolling ship, gray cold skies, and waiting to go home.

But there were compensations. Great excitement at the sight of their first iceberg. Really impressive. About 250 feet high, 1150 feet across and some two miles long.

The midnight sun, with sunset lasting an hour and a half.

Excitement at the prospect of encountering their relief ship bearing mail from home.

We hope to make our point with this brief quote from LCDR Earl's covering letter:

"We began our homeward bound trip on 10 February. We are looking forward to it of course with anticipation. We have been gone five months today."

Speaking of the Destroyer Navy, as we have in our lead articles, this item points up to the tremendous job done by the greyhounds of the sea. The destroyermen rate a 4.0 in determination, tenacity and achievement—wherever they go.

★ ★ ★

As mentioned before in these pages, **ALL HANDS** receives a sizable share of change-of-command stories. On the assumption that there are about 860 commissioned ships plus many times that number of units in the U. S. Navy today, that works out to about three changes of command per day. (There may be a fallacy here, but our editor-in-charge-of-statistics has just stepped out for his 6.3 cup of coffee for the day.)

Nevertheless, for the statistical minded, it's worth mentioning a recent change of command with an unusual news angle.

Captain Carl A. Hering, USNR, relieved Captain George J. Haltiner, USNR, of his command of Naval Reserve Research Company 12-8 in just one-half second, in what can be said to be a "brief ceremony" at the Naval Postgraduate School in Monterey, Calif.

At precisely 2000, the two captains stepped smartly to a computer, saluted, pressed a button and, before you could say "Anchors Aweigh," that was that.

It seems that the usual references to orders dated such and such, with the time-honored expressions of "I relieve you, Sir," and "I stand relieved," were transferred from the computer's memory to the printer, and Captain Hering had the helm.

A PIO release from PGS Monterey claims this to be the shortest change of command. Any takers?

*The All Hands Staff*

## The United States Navy

### Guardian of our Country

The United States Navy is responsible for maintaining control of the sea and is a ready force on watch at home and overseas, capable of strong action to preserve the peace or of instant offensive action to win in war.

It is upon the maintenance of this control that our country's glorious future depends. The United States Navy exists to make it so.

### We Serve with Honor

Tradition, valor and victory are the Navy's heritage from the past. To these may be added dedication, discipline and vigilance as the watchwords of the present and future. At home or on distant stations, we serve with pride, confident in the respect of our country, our shipmates, and our families. Our responsibilities sober us; our adversities strengthen us.

Service to God and Country is our special privilege. We serve with honor.

### The Future of the Navy

The Navy will always employ new weapons, new techniques and greater power to protect and defend the United States on the sea, under the sea, and in the air.

Now and in the future, control of the sea gives the United States her greatest advantage for the maintenance of peace and for victory in war. Mobility, surprise, dispersal and offensive power are the keystones of the new Navy. The roots of the Navy lie in a strong belief in the future, in continued dedication to our tasks, and in reflection on our heritage from the past.

Never have our opportunities and our responsibilities been greater.

**ALL HANDS** The Bureau of Naval Personnel Career Publication, solicits interesting story material and photographs from individuals, ships, stations, squadrons and other sources. All material received is carefully considered for publication.

Here are a few suggestions for preparing and submitting material:

There's a good story in every job that's being performed, whether it's on a nuclear carrier, a tugboat, in the submarine service or in the Seabees. The man on the scene is best qualified to tell what's going on in his outfit. Stories about routine day-to-day jobs are probably most interesting to the rest of the Fleet. This is the only way everyone can get a look at all the different parts of the Navy.

Research helps make a good story better. By talking with people who are closely related to the subject material a writer is able to collect many additional details which add interest and understanding to a story.

Articles about new types of unclassified equipment, research projects, all types of Navy assignments and duties, academic and historical subjects, personnel on liberty or during leisure hours, and humorous and interesting feature subjects are all of interest.

Photographs are very important, and should accompany the articles if possible. However, a good story should never be held back for lack of photographs. **ALL HANDS** prefers clear, well-identified, 8-by-10 glossy prints, but is not restricted to use of this type. All persons in the photographs should be dressed smartly and correctly when in uniform, and be identified by full name and rate or rank when possible. Location and general descriptive information and the name of the photographer should also be given. Photographers should strive for originality, and take action pictures rather than group shots.

**ALL HANDS** does not use poems (except New Year's day logs), songs, stories on change of command, or editorial type articles. The writer's name and rate or rank should be included on an article. Material timed for a certain date or event must be received before the first day of the month preceding the month of intended publication.

Address material to Editor, **ALL HANDS**, 1809 Arlington Annex, Navy Department, Washington, D.C. 20370.

• **AT RIGHT: STERN VIEW**—Guided missile cruiser *USS Springfield* (CLG 7) churns up a wide white wake during operations in the Mediterranean Sea. ➡



**ANY QUESTIONS ?**



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